WIN A RAIL TRIP–P.86

NEW PHOTO SERIES: Bird's-Eye View, p. 26

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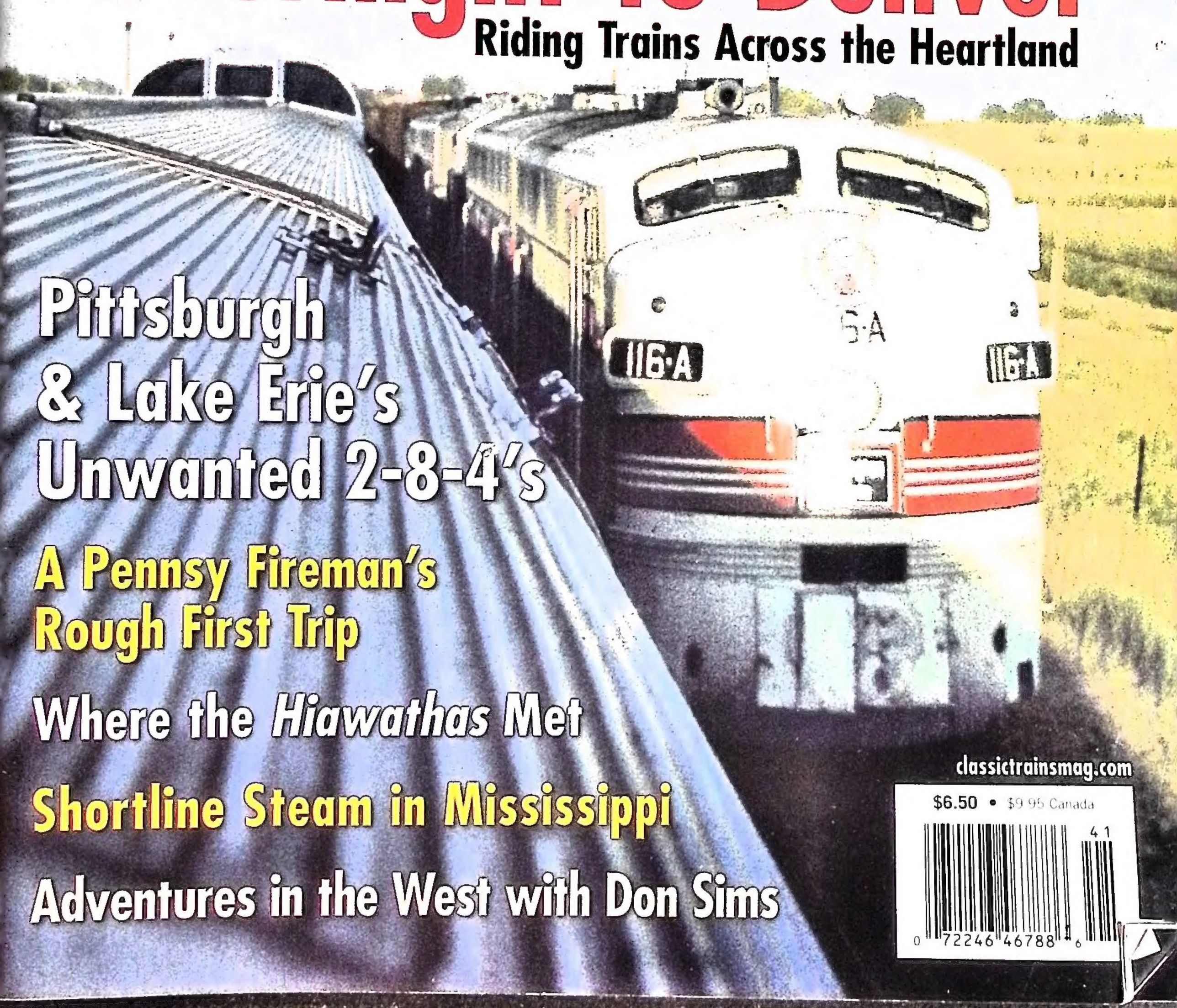

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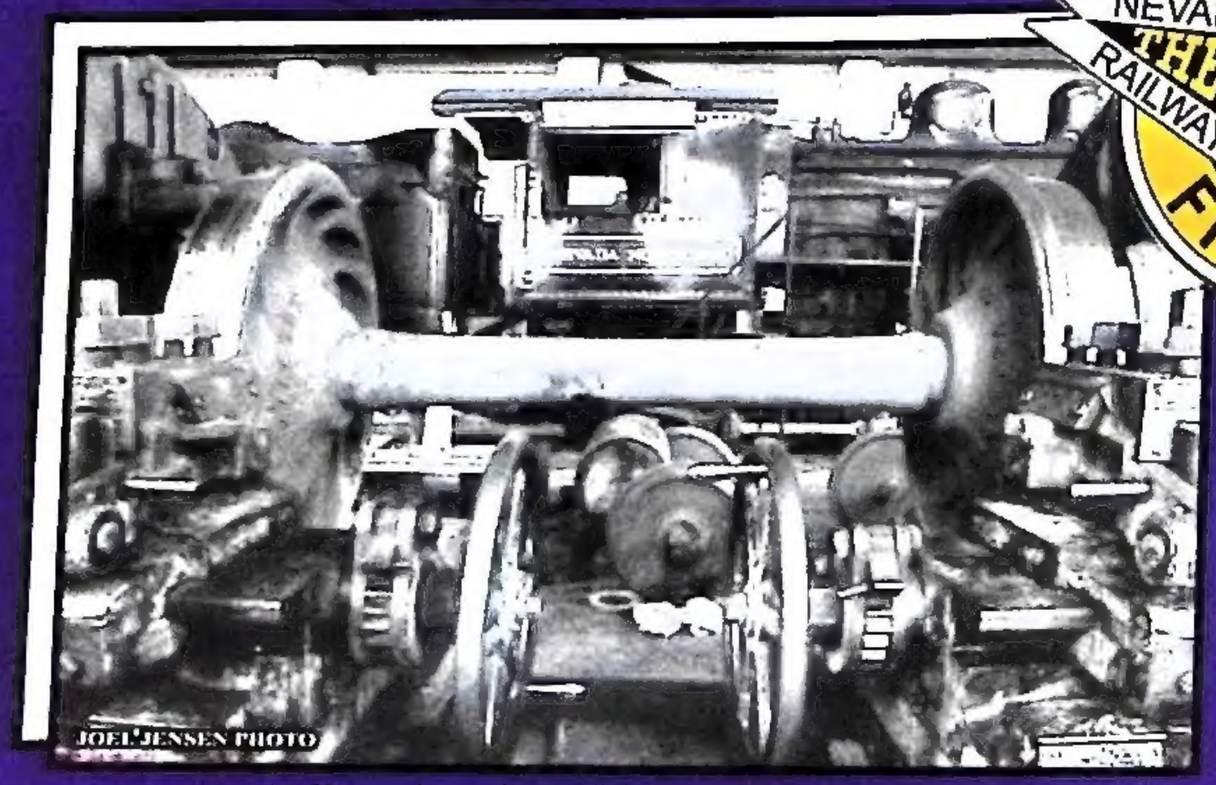

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Joining the birds

ONE OF THE MORE COLORFUL expressions from the lexicon of old-time railroading refers to the action a steam-locomotive crew might take when faced with an imminent collision. Instead of riding out the wreck in the engine cab, where the possibilities of injury or death were great, they'd jump, hoping that even a hard landing on the ground would be better than enduring the mayhem on board. It was a desperate measure for a desperate situation, but you'd never know it from the railroaders' devil-may-care slang term for a leap from a moving locomotive: Joining the birds.

We see no danger ahead, but in a manner of speaking, we're "joining the birds" in CLASSIC TRAINS, starting with this issue. On pages 26-31 you'll find the first installment of "Bird's-Eye View," a new series that will appear in each edition. "Bird's-Eye View" is built around photographs of railroad facilities taken from the air, a perspective that offers a unique view of the appearance and relationships of features on the ground. Each group of "Bird's-Eye View" photos will have a theme—this time, we look at three major locations on the Norfolk & Western Railway—and the major elements in each photo will be labeled. Such photos can be beautiful, too, a property demonstrated in Thomas J. Campanella's wonderful book *Cities from the Sky* (Princeton Architectural Press, 2001), which helped inspire our series.

We've long been fascinated by aerial photos, and we hope you enjoy reading "Bird's-Eye View" as much as we enjoy bringing it to you.

Robert S. McGonigal

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Our new "Bird's-Eye View" series [page 26] is built around the unique perspective of aerial photographs.

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Classic Trains

THE GOLDEN YEARS OF RAILROADING

SPRING 2004 • VOLUME 5 NUMBER 1

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ON THE COVER: A dome window on the *Denver Zephyr* frames F units on a westbound Burlington Route freight in eastern Colorado in 1959 (see page 18). John S. Ingles photo; J. David Ingles collection.

LEFT: Orange and silver F7's lead an eastbound Western Pacific freight across the mainline trestle at Keddie Wye in California's Feather River canyon in 1962 (see page 64). Don Sims photo.

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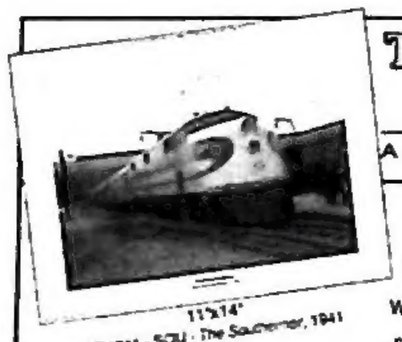
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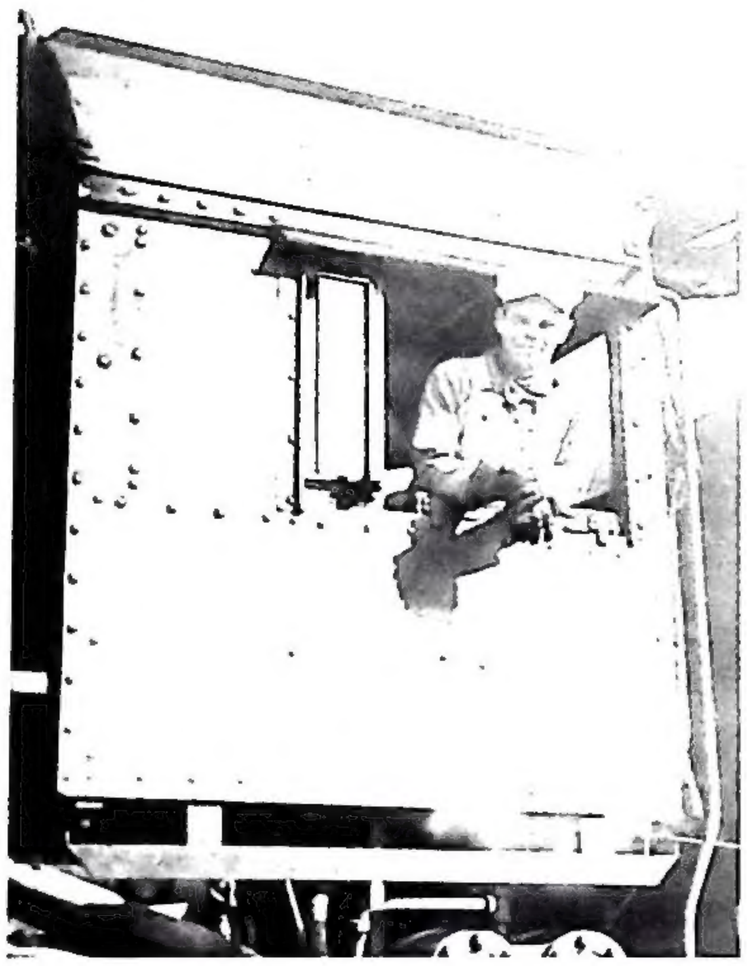
Contributors

Jim Boyd ["One Day at . . . New Lisbon, Wis.," pages 76-79] was editor of *Railfan & Railroad* magazine from 1974 (when he helped launch it, as *Railfan*) until his retirement in 1997. He's now a freelance writer living in northwestern New Jersey. Jim grew up in Rockford, Ill., and worked for EMD in the 1960's. An accomplished photographer, he's written hundreds of articles (including the monthly "Camera Bag" column in *R&R*) and more than a dozen books on railroads. This is his first CLASSIC TRAINS byline.

Paul Burch ["Pooky's Hammer," pages 48-49], son of a retired steam-era Santa Fe Eastern Division locomotive engineer, was a technical writer for the Tennessee Valley Authority utility in Chattanooga, Tenn., until his retirement in 1994. A certified steam engineer, Paul works part-time in operational and maintenance capacities at the Tennessee Valley Railroad Museum in Chattanooga. This is his first CLASSIC TRAINS byline. **Doug Karhan**, who assisted Paul with the article, went to work for Southern Railway in 1976 as General Foreman, Steam, under then Master Mechanic Bill Purdie. After Purdie's retirement, Doug was appointed Master Mechanic and continued with the program until Norfolk Southern shut it down in 1994. He continued to work for NS in various positions until he retired in 2000. He also works occasionally as a machinist at TVRM.

John R. Crosby ["First Trip," pages 38-39] was a career railroader. After his brief first stint with the Pennsylvania, he served during World War II in England with the Army's 717th Railway Operating Battalion. He returned to the PRR in 1946, working as a fireman and engineer out of Fort Wayne until 1959. From 1959 to '68 he was a safety and service agent for the ICC in North Carolina, then returned to Indiana as a road foreman for Penn Central and Conrail. He finished as a passenger engineer out of Fort Wayne; his last trip, in 1986, was on Amtrak's *Broadway Limited*. Beginning in the mid-1970's, he wrote several articles about his PRR and PC experiences for TRAINS.



"First Trip" is Crosby's last unpublished story, and the last one he wrote before his death in 1995. He's pictured above in the cab of a Pennsy K4s in the 1940's.

Don L. Hofsommer ["M&StL's North Star Limited," pages 42-47], a professor of history at Minnesota's St. Cloud State University and a leader of the Lexington Group in Transportation History, has written extensively on the American railroad experience, including our "Fallen Flags Remembered" entry for Fall 2000 on the Minneapolis & St. Louis. His *North Star Limited* article derives from a larger work on M&StL to be published in 2004 by the University of Minnesota Press.

J. David Ingles ["Overnight to Denver," pages 18-25], Senior Editor of CLASSIC TRAINS, has ridden dome cars in 40 states, 9 Canadian provinces, and the Northwest Territories.

Robert Travis Keagle ["In Deepest Mississippi," pages 50-57] was a self-employed industrial photographer in Min-

nesota when he visited the Bonhomie & Hattiesburg Southern in 1961. His interest in large machines prompted him to ask his railfan son, Ron, if there were any steam-powered short lines he might visit on a trip to Florida. Robert Keagle is retired now, and living in Orlando, Fla. This is the first time his work has appeared in CLASSIC TRAINS.

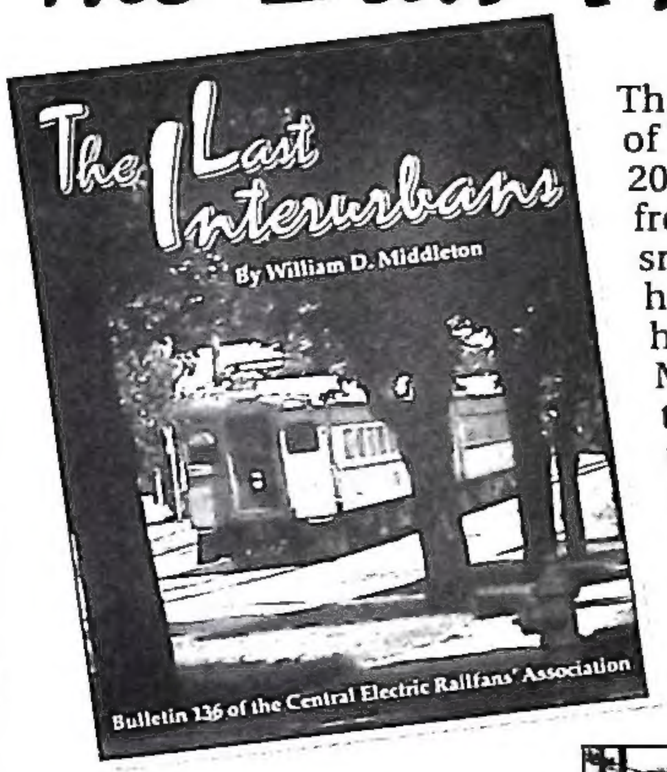
J. Parker Lamb ["The Katy Saga: Survival of a Granger," pages 14-17] authored *Katy Diesels to the Gulf* (Andover Junction Publications, 1991). His latest book, *Perfecting the American Steam Locomotive*, was published by Indiana University Press in 2003 (an excerpt appeared in our most-recent annual, STEAM GLORY). This is Parker's second CLASSIC TRAINS byline, and he was the "Great Photographer" in our Winter 2000 issue. He's seen here at age 26 with an IC 2-8-2.

David Lustig ["Don Sims: Well-Traveled, Well-Versed, Adventurous," pages 64-75] has worked for a number of newspapers and national magazines during a career that has taken him to four continents and through untold bottles of aspirin. A resident of southern California, he's now self-employed as a writer and photographer. Dave has been a Special Correspondent for TRAINS magazine since 1993, and this is his third article in CLASSIC TRAINS.

Jack Polaritz ["The Unwanted Berkshires," pages 32-37] grew up in Pittsburgh, and his family's West Carson Street home faced the main line of the Pittsburgh & Lake Erie, his favorite road. Its H-10 Mikados became his favorite engines, and he wrote and published a book about all of P&LE's Mikes in 2002. He's now working on books about the road's Berkshires and gondola cars. This is his first CLASSIC TRAINS byline. ■

The Last Interurbans

By William D. Middleton



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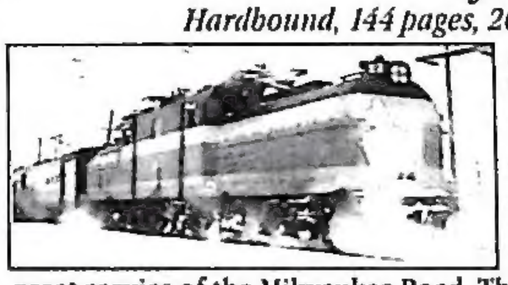

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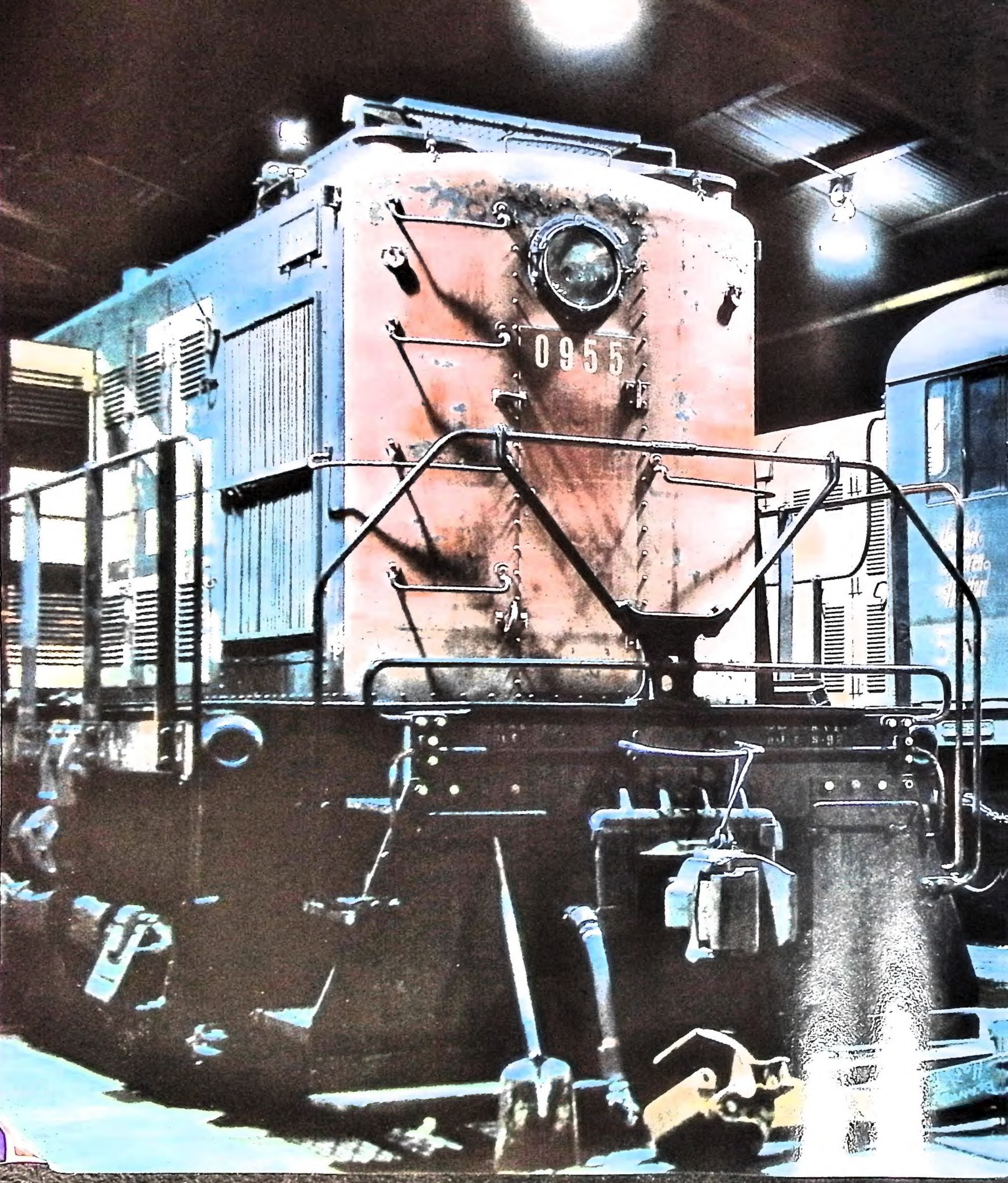
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Fading images

In the shop at Hartford, Conn., fading paint from two eras adorns N
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ary 1968 night, wears the stately green-and-orange with script herald
1940's and early '50's. S1 switcher 0955 carries a black-and-dark o
version of the flashy McGinnis livery, complete with bold NH logo, of
'50's and '60's. Within a year, Penn Central black will be standard h

ROBERT LAM

A part of air-rail history

In Arthur Dubin's excellent article on the transcontinental train-plane service ["Coast to Coast by Rail and Air," pages 20-33, Winter 2003], is a photo [page 32] showing the Port Columbus air terminal with a TAT plane. I remember that day well—my brother, my dad, and I are among those standing just beyond the fence. Earlier in the day we got to sit in the plane, then in the pilot's seat. My mother's cousin (in-law) grew up in the South Columbus German Village area, and one of his buddies was World War I ace Eddie Rickenbacher, so that visit was all prearranged for us. We could see the PRR train come in from a distance.

John Armstrong
Kirtland, Ohio

In August 1929 I was fresh out of high school and employed as a helper-electrician by the Santa Fe, and our gang helped install a new train-order and telegraph office at Waynoka, Okla. I'd heard of the air-rail service, and one hot August evening, after our gang had eaten at the Fred Harvey lunchroom, while the air-rail passengers were waiting for No. 21, the *Missionary*, to convey them west, I sauntered outside and under a portico happened to engage in a pleasant conversation with one Mary Brian, a beautiful young movie star. That was 74 years ago; I am now 92, having retired from the Santa Fe after 45 years' service.

William O. Gibson
Grants Pass, Ore.

A Great Northern August 1928 schedule I have notes that GN's similar service between Minneapolis and Chicago [page 27] employed a metal Northwest Airways 7-passenger plane, with a 500 h.p. Hornet engine with a cruising speed of 120 mph, and "toilet facilities," which must've been cramped!

John D. Denney Jr.
Columbia, Pa.

Although Chicago Great Western was not involved in any coast-to-coast service, it did get into the rail-air act by offering connecting flights on Universal Air Lines System, effective February 25, 1929, to Cleveland and St. Louis from Chicago off its inbound *Legionnaire* train from Minneapolis-St. Paul and Rochester, and also from Des Moines.

R. C. Beach
North Las Vegas, Nev.

Wyoming meet, and those MoPac domes

Regarding the meet of the CB&Q SD9 and Colorado & Wyoming switcher at Guernsey, Wyo. ["Photo Section," pages 56-57], I would've liked to have seen new U25C's there too, as photographer Hol Wagner did, but meantime, here's a latter-day meet [below] of big EMD's at what's now a very busy Burlington Northern Santa Fe coal-route terminal.

Dave Ingles' story ["Southbound Odyssey," pages 88-89] about riding the Illinois Central is great. Whatever happened to those MoPac dome cars?

Scott A. Hartley
Watertown, Conn.

¶ *The private dome-car website www.trainweb.org/web_lurker/WebLurkers DOMEmain/ indicates that of Missouri Pacific's three 1948 Budd domes for the* Colorado Eagle, *one is owned by Randy Parten, last used on his* Acadian *train in Maine, and one, owned by Heart of Dixie Railroad Club, is at its museum at Calera, Ala. The third went to Mexico's Chihuahua Pacific; its status is unknown. Of the five 1952 Pullman-Standard domes for the* Texas Eagle, *one each was scrapped by MP and IC; one is idle at Dodge City, Kans.; and two are on dinner trains, in Minnesota and New Hampshire.*—John A. Arbuckle

My first reaction to the photo on page 88 was, "I wonder if I'm in the cab of that E9?" In February 1970 I was a new middle manager in IC's operating department, taking advantage of a cab pass when out-of-town travel was required. I well remember a late winter morning when light snowfall blurred vision out of the engine, but I was a half hour behind No. 1 on No 53, the *City of Miami*.

Bill Jewett
Dune Acres Ind.

"Southbound Odyssey" reminded me of my IC rides in late November 1967. I made a big loop through the Midwest, going east from Oakland to Chicago on the *California Zephyr*, south on the IC to New Orleans, then west to El Paso on SP's *Sunset*.

To do it all in daytime, I split the IC portion into two days, the first day to Memphis on the *City of New Orleans*. We did a lot of 100-mph running in Illinois. The second day was on the *Louisiane*, a secondary train with a leisurely schedule over 79-mph track. A couple of times in Mississippi, we fell behind schedule, and the next thing I knew we were putting away some 36-second miles (yes, 100 mph). A couple of days later as I was crawling across

Another Guernsey meet: Where a lone CB&Q SD9 once met a C&W switcher, SD70MAC's congregate on BNSF coal trains in October 2003.

SCOTT A. HARTLEY

west Texas on the *Sunset*, watching highway traffic pass us, I really appreciated the Illinois Central.

Gordon Glattenberg
Santa Clarita, Calif.

Hi-railing the Copper Range in a '46 Ford

I really enjoyed Robert C. Anderson's "Copper Range Recalled" [pages 74-83]. In 1947 on a return trip from a shippers' meeting in Duluth to our Chicago office, Bill Schmidt and I detoured to Houghton to visit the Copper Range. The approach into town from the west was still unpaved. It was almost like going into another country, and the people's Cornish accent and food added to the feeling. It was Saturday, and there was no weekend operation, but we met Superintendent Sincock, a Cornish man himself, and he got out the railcar pictured on page 76 and took us over about half the line. It is great now to learn more—that's the first I've heard of the line since we hi-railed it 56 years ago.

Robert G. Lewis
Ormond-by-the-Sea, Fla.

¶ *Lewis, the retired publisher of* Railway Age, *was our "Great Photographer" in Summer 2001* CLASSIC TRAINS.—J.D.I.

Great article! I especially like the phonetic spelling you inserted, as placenames get mangled by outsiders. The car pictured is a 1946 Ford, the first post-World War II model.

J. P. Maher
Chicago, Ill.

Seeing the C-Liners

Ed Theisinger's color spread of Long Island FM C-Liner 2003 ["True Color," pages 8-9] approaching Jamaica station prompted memories. In the early '60's we resided in Bethpage. The C-Liners, which emitted clouds of blue smoke, were assigned to LIRR's finest train, the weekend-only, all-heavyweight-parlor Jamaica-Montauk *Cannonball*, whose momentous passing I would anxiously await every Sunday evening. The C-Liners always ran as single units, except once, when 18 heavyweights (former PRR, Lehigh Valley, NYC, and DL&W) required *two* of the behemoths, coupled back to back. One could not help being

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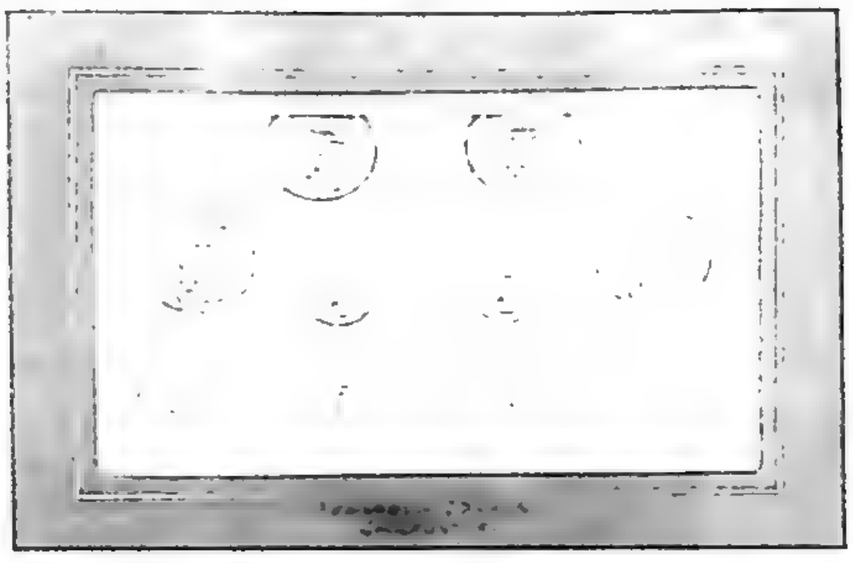

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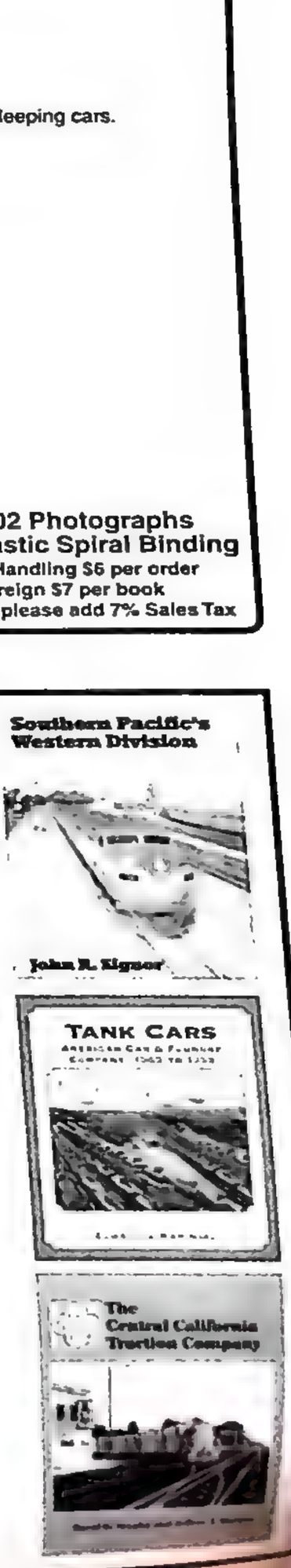

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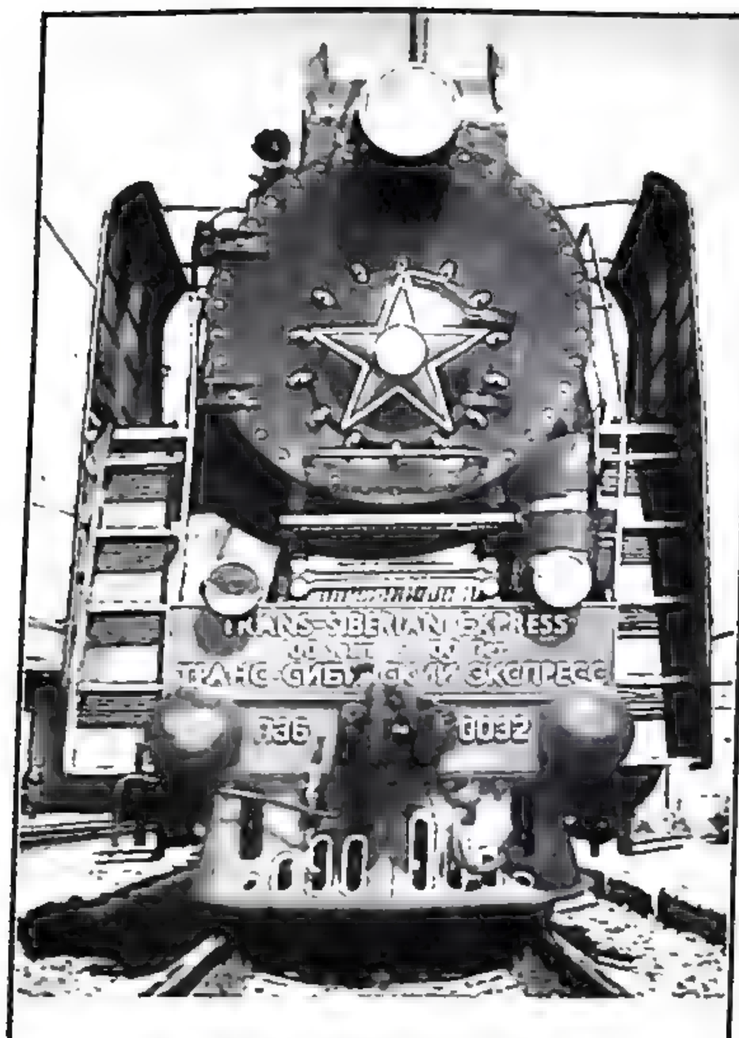

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mesmerized by their passage. In 1963, Alco C420's took over the *Cannonball*, although the parlors lasted until 1968.

A. Michael Coleman
Harrisburg, Pa.

Rookie mistakes on the Erie

I can relate to Garry Collins' experiences ["Did You Plan to Mail Me the Orders?" pages 34-39] in hooping up orders at night at Erie's BJ Tower. I was also a New Jersey boy who learned his railroading at Rutherford Junction and worked the New York Division as an extra operator (during the early '70's, by then Erie Lackawanna). I made many of the same mistakes and got into trouble once by not being familiar with night operations at SF Tower in Suffern.

I have just a few nits to pick. Freight 98 could not have had an Erie unit numbered 1336. By 1954 Erie was all-diesel, and it numbered its units in hundred-block series starting with 300's for light switchers, going up to 1400's for passenger Geeps. In keeping with superstition, the 1300 series wasn't used. (The unit on 98 could have been 1236, a freight Geep).

Also, when I first started hanging out at BJ in the mid-'60's, the dispatcher was summoned by his former telegraph call letters, *e.g.*, JY (for Jersey CitY, even though by then all EL dispatchers in the area were housed in the former DL&W Hoboken Terminal). The old-timers cited this as Erie tradition; in a Lackawanna tower you would use DL&W procedure, where the towerman (they were "towermen" on the DL side, "operators" on the Erie) would speak his location into the block line when he needed the dispatcher, *e.g.*, "Denville." Most other railroads used this protocol. If my sources are accurate, the Erie made you say (for example) "JY, BJ," then wait for the dispatcher's "JY." You could read his mood by how he voiced those syllables.

As to lighting a red lantern, I was taught to use a yellow-lens lantern for Form 19 orders, which could be picked up on the fly. A red lantern was only for situations requiring the crew to stop (*i.e.*, Form 31's). As to Collins' location while No. 7 was crossing over, 2 track was the eastbound main on the far south end. I imagine he was actually standing between 2 and 1 (leading to the westbound main) before he remembered that No. 7 was going "1 to 4," 4 leading to the eastward Bergen County Line.

Jim Gerofsky
Montclair, N.J.

Thanks for using my photos, though I sure was surprised when I opened the magazine and saw my mug on page 34! As interest, Erie numbered its tracks slightly differently than did Lackawanna (or NYC). In four-track territory, the outside westbound was Track 1, the inside westbound 3, the inside eastbound 4, and the outside eastbound 2. DL&W gave its outside tracks the highest numbers; the inside mains were 1 and 2.

In all train orders I copied, the words "number" and "engine" were not spelled out, but the number itself, locations, and directions were always spelled out.

Jack Emerick
Troy, N.Y.

Collins' article was interesting and funny, although I'm sure he did not appreciate the humor back in 1954.

In the picture on page 38 of Erie train 8, above the two tracks are horizontal pole lengths with about 15 wires or cords suspended from each, descending toward the ground and almost reaching the top of the train. I've never understood the purpose of these devices, although I expect they have to do with signaling. Could you please clarify?

Larry Forsyth
Columbia, S.C.

¶ They do not relate to signaling. They are "telltales," stiff sections of rope that would gently strike a person on top of the moving rolling stock, warning the person that a low-clearance bridge or tunnel was ahead. They dated from the era when brakemen walked the tops of the cars to set brakes.—J.D.I.

To school in the North Country

I read Theodore Shrady's "Canton Creeper" [pages 44-49] with fascination. It's a small world. I was a junior at Clarkson in 1957 while Shrady was a freshman at St. Lawrence, so we may well have seen each other on the train. I was from Norwood, Pa., and would take a PRR local to 30th Street, Philadelphia,

and the *Keystone* to New York, then the subway shuttle to Grand Central to get NYC's *Knickerbocker*. Our coach on the rear of the train would be cut off in Syracuse to be put on the "Creeper."

Carl F. Banks
Germantown, Md.

The end of an Ontario interurban

I was pleased to see the pictures of the Grand River/Lake Erie & Northern on page 50 ["Photo Section"]. The last day of scheduled service was April 23, 1955, not April 24, 1956, as stated, with two excursions soon thereafter. The anticipated resale o[illegible]ent didn't happen, and all pa[illegible]ars except baggage-express 6[illegible]mbine 626 were burned and [illegible]at Preston, and those two wer[illegible]ed in 1957. Steeple-cab 226 w[illegible]n 1921 by Preston Car & Coa[illegible]he Preston shops. This unit w[illegible]a Terminal in 1962 as its No. 80.

Clayton M. Morgan
Bowmanville, Ont.

Lansing, not Plymouth

Thanks for an excellent issue. In the Robert A. Hadley feature ["Great Photographers," pages 60-69], his photo on page 66 of Pere Marquette train 3 is not at Plymouth, Mich., as stated. The coal dock there was inside the northeast quadrant of the wye near the roundhouse. The location in the photo is Ensel Yard at Lansing, Mich.

Art Million
Grand Haven, Mich.

Camping at Kineo

I enjoyed Geoffrey H. Doughty's article on Maine Central ["New England's Little Gem," pages 14-18]. As a camper in Maine in 1930, I would ride the train to Kineo, at the end of the line on the edge of a lake, and there were always a few private Pullmans in that yard.

J. Brooks Hoffman
Stamford, Conn.

Got a comment or correction? Write us at: Fast Mail, CLASSIC TRAINS, P.O. Box 1612, Waukesha, WI 53187-1612; e-mail: fastmail@classictrainsmag.com. Letters may be edited for length and clarity. Please include your home city and state.

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The Katy saga: Survival of a granger

Always game, the Missouri-Kansas-Texas rode a roller-coaster of deterioration and reconstruction

MY FASCINATION with the Katy began about 1946 when, as a teenager living in Mississippi, I acquired several HO model kits for the railroad's bright yellow boxcars with the script slogan, "Katy Serves the Southwest." To me, they were about the "neatest thing on wheels," even though I lived 500 miles from any Katy track.

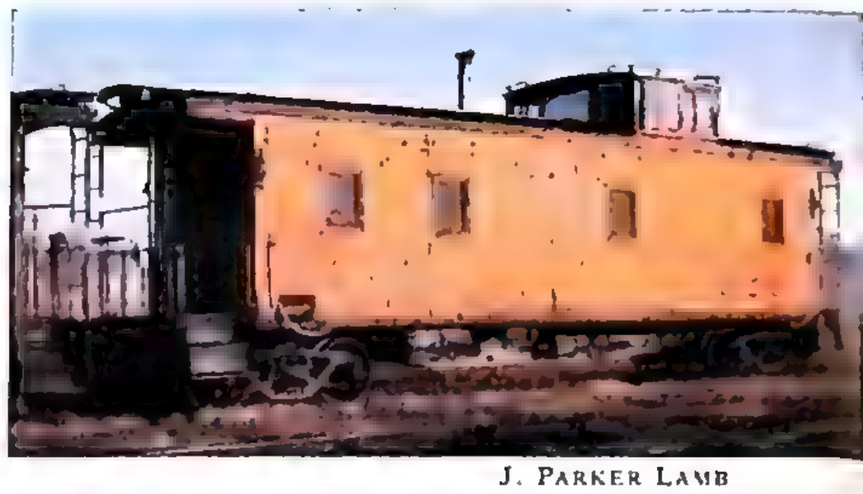
The Katy's history is perhaps best summed up by two words, deterioration and reconstruction. Seldom has a railroad managed to survive the number of disasters, both natural and contrived, that befell the Katy. Its 1865 charter was for the Union Pacific, Southern Branch. Although it connected with the Kansas Pacific (merged by UP in 1880) at Junction City, Kans., the new road had no legal relationship with its namesake.

In less than two years the UPSB came under control of New York investors led by Judge Levi Parsons. By 1870 Parsons envisioned a grand future for his 70-mile railway, and proposed that it connect Kansas City with ports on the Gulf of Mexico. Accordingly, he changed the name to Missouri, Kansas & Texas Railway, and soon it was identified on stock exchanges by "KT," from which sprang its popular nickname.

Promised a Federal land grant for building through Indian Territory (later to become Oklahoma), MK&T battled mother nature, hostile natives, and competing railroads before reaching Texas in December 1872, ending at a point named for the road's vice president, George Denison. Construction crews then moved northward and, by August 1873, had completed an extension to Hannibal, Mo., on the Mississippi River (the Moberly-Hannibal segment would wind up with the Wabash). At this point, a weary Parsons decided to exit railroading, and only two weeks after liquidating his Katy holdings, the lucky judge witnessed the national Panic of 1873.

The fiscal ruin of the MK&T was an opportunity for Jay Gould, who controlled Missouri Pacific and Texas & Pacific. He acquired the Katy to use as a collection of feeder lines. Not surprisingly, this involved a massive transfer of Katy assets to other Gould lines, plus route acquisitions in north Texas that enlarged MK&T so it could better support MP and T&P. Gould's recklessness led to legal action by the State of Texas that cost him control of MK&T, which entered its first bankruptcy in 1888.

Emerging in 1891, MK&T began a 20-year rebuilding that extended it to Austin, San Antonio, Houston, and St. Louis, with newer rolling stock and improved roadbed. Mounting debt from earlier bond issues and increasing costs from World War I traffic, however, pulled it back into insolvency in 1915. When USRA control ended in 1920, the Katy was again ailing financially and physically. Another rescue was needed.



J. PARKER LAMB

The slogan that captured the author's young imagination has faded, but caboose 896 still wears "Sloan yellow" in Austin, Texas, in 1966.

The reorganization of 1923 brought a modified name, Missouri-Kansas-Texas Railroad, and the shedding of nearly 500 miles of unproductive routes (from a total of 3860). Rehabilitation ended abruptly, though, when the stock market crashed in 1929, and by 1934, operating revenues were little more than half of those in 1930. Fortunately, another savior appeared: Matthew Sloan. With a background in electric utilities, he was able to secure funds from the Federal government and private banks. To promote a bright public image, he had every rebuilt freight car, plus company buildings, painted yellow with black trim. Many of the cars began carrying that stylized slogan I saw on my HO models.

One of Sloan's lasting accomplishments was modernizing Katy's steam locomotives, mostly built before World War I, with higher boiler pressures and superheaters. As a light-rail granger road set in mostly prairie country, Katy needed only modest-sized engines. Premier mainline power was 154 Mikados and 62 Pacifics, with yard work entrusted to 66 switchers and branches to 120

HAROLD WILLIAMS PHOTO; J. PARKER LAMB COLLECTION

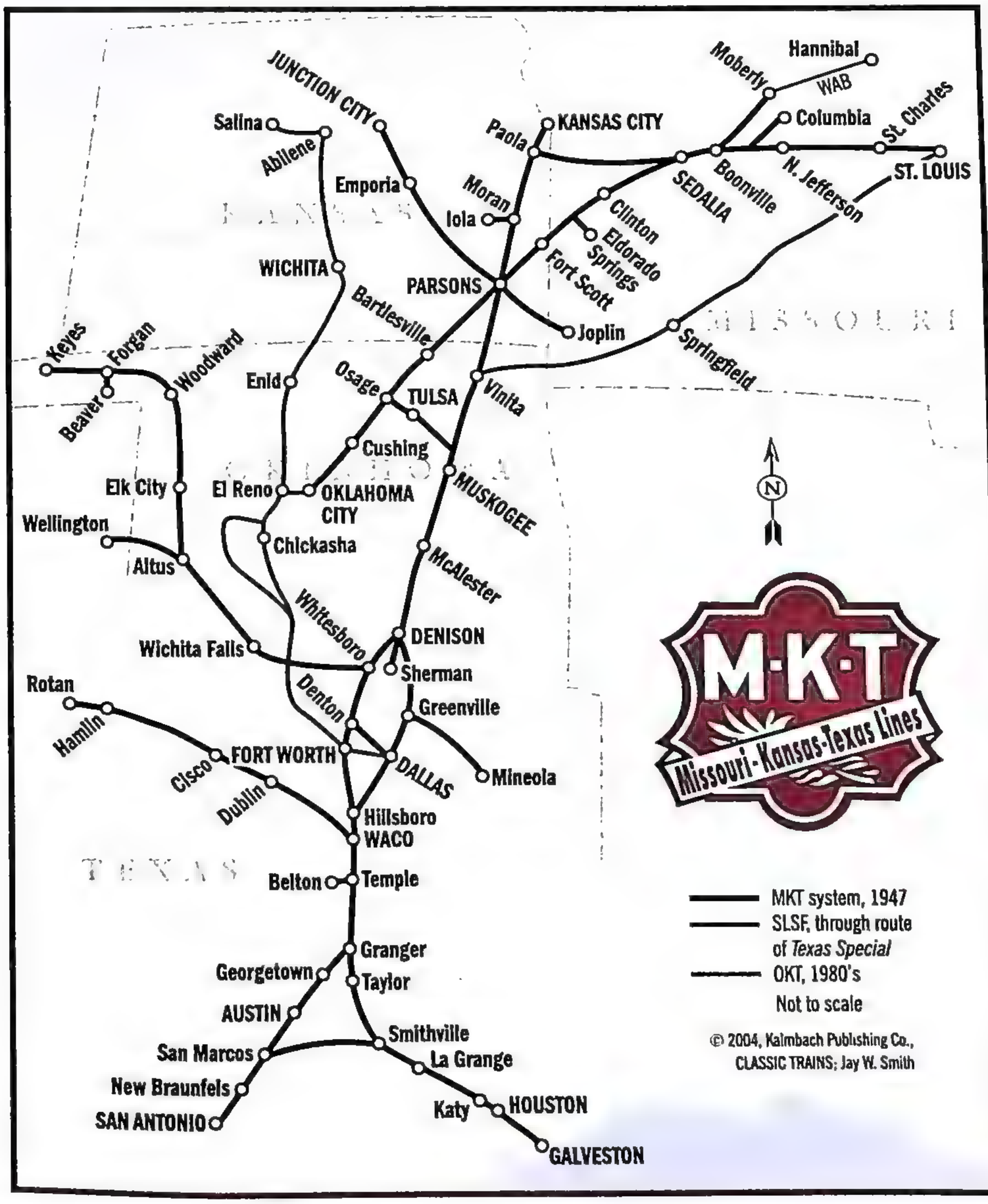
One of Katy's spiffy Pacifics, 403 (Lima, 1920), eases through double-slip switches nearing St. Louis Union Station with the *Katy Flyer* in 1949.

By J. Parker Lamb

Moguls, 40 Consolidations, and 10 Americans (among the last in the nation).

Under Sloan's program, engines were decked out with white striping, and tenders for the first time wore large, embossed red emblems of a unique shape [see "Second Section," p. 93]. Eschewing a business car, Sloan roamed the MKT in a yellow Chrysler sedan fitted with pilots and permanently mounted flanged wheels. He inaugurated named freights (*Katy Komet* and *Klipper*) and improved service on the four major passenger trains (*Texas Special*, *Bluebonnet*, *Katy Flyer*, and *Katy Limited*). The trains served both of Katy's Missouri gateways, St. Louis and Kansas City, as well as all its big Texas terminals, with separate sections north of Parsons, Kans., and south of Denison.

Sloan died suddenly in 1945, and the next year the new management began to dieselize and to reduce Katy's funded debt. The dieselization strategy, however, was naive, as the traffic department, not the mechanical department, was empowered to order new locomotives. By the end of 1951, Katy owned 167 units of 16 different models from five builders: Alco, Baldwin, EMD, FM, and GE. Almost half were EMD's, but they ranged from 70-ton GE branchline



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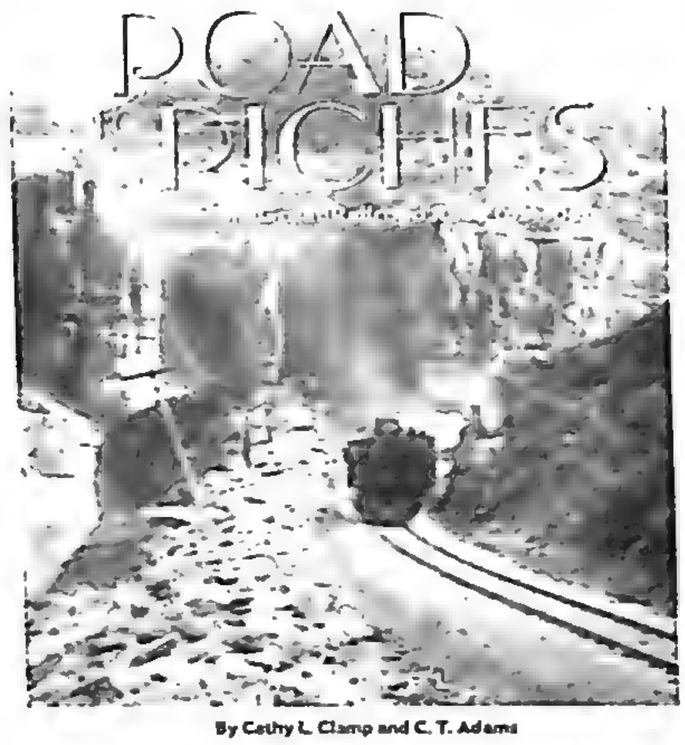

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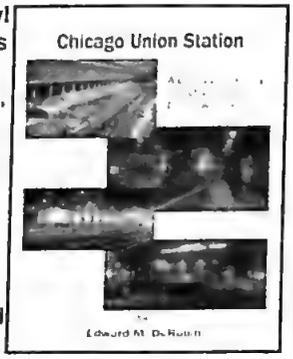

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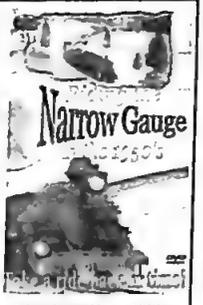

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By 1956 Katy had acquired 41 more units of seven models, but because of the massive maintenance demands on this eclectic fleet, many units were worn out and wound up being either re-powered (mostly with EMD engines) or scrapped. By 1963 MKT was virtually all EMD-powered, including several "half-breed" Alco and Baldwin rebuilds. In its last years, Katy scoured the secondhand market for power while maintaining a small fleet of SD40-2's for coal trains. Its final new purchases were 20 GP39-2's in 1984.

Through the early 1950's, Katy prospered with Korean War traffic, but postwar carloadings fell rapidly, compounded by an 8-year drought that decimated agricultural business. Operating problems began to mount, aggravated by the premature aging—owing to faulty creosoting—of 3 million World War II crossties.

Searching for a "tough" operating man in the late 1950's, Katy brought in William Deramus III, who had rescued the Chicago Great Western. Despite a blunt approach that created public relations problems on and off the railroad, he was able to get Katy moving forward again. Yards were modernized and freight classification procedures streamlined, allowing more-competitive schedules. He simplified diesel colors from a bright red with a detailed herald, silver side panels, and yellow trim to a solid somber red relieved only by small gold-painted "squashed" heralds that bore the road's nickname in block letters. This plain scheme was similar to the darker red Deramus had applied to CGW engines.

Deramus, as did many other railroad leaders of the period, also presided over the gradual reduction of Katy passenger service. Even these measures did not bring profitability, and a major investor shakeup in 1961 led to another management team whose results over the next three years were not significantly better.

This set the stage for Katy's final rehabilitation, which began in March 1965 under the famous "doctor to sick railroads," John W. Barriger III. Recently retired from the prosperous Pitts-

THREE PHOTOS, J. PARKER LAMB

Katy's "squashed emblem" adorns a repowered Alco FA (above) in 1964. The old design came back on Barriger's GP40's of 1966 (below, at Waco). By 1988 (right), "John Deere" colors (and Conrail blue) ruled on a northbound at Smithville.

burgh & Lake Erie, "JWB," a Dallas native, returned to his roots to rescue the Katy, with which he was familiar after having reviewed its government loan applications during the Great Depression. Following the recipe used by Sloan 30 years earlier, Barriger began by cleaning, repairing, and repainting Katy equipment and structures, starting a track and roadway rehabilitation program, and becoming a tireless Katy promoter with a business card that read, in part, "traveling freight agent."

Unable to cover the 20 percent down payment on equipment trusts, he signed 15-year leases on nearly 4000 cars, and combined trade-ins and wreck insurance claims to purchase 11 GP40's, the

road's first second-generation diesels. Barriger also had all equipment painted a brighter red with the reborn classic Katy herald prominent, with big white "M-K-T" letters. He was not able to justify operating the last (Kansas City-Dallas) remnant of the *Texas Special*, though, and it came off June 30, 1965.

After Barriger's second retirement in 1970, Reginald Whitman became president and built the Katy toward its pinnacle, which included a new (and final) color scheme of green and yellow (often called the "John Deere" look). Using government-guaranteed loans, Katy's premier Kansas City-Fort Worth-Houston line was rebuilt to Class 4 (60 mph) status in the early 1980's. Although Katy's granger legacy was a distant memory, the government's entry into the international grain business provided abundant export traffic for the system, which after Rock Island's 1980 demise included new subsidiary Oklahoma, Kansas & Texas, the former RI Fort Worth-to-Abilene, Kans., line and a few branches.

What really brought Katy back from the brink of yet another disaster, however, was a government mandate in the 1970's for burning low-sulfur Western coal in electric generating plants along MKT routes. Unlike seasonal agricultural traffic, this new "black gold" provided a steady demand covered by long-term contracts. Alas, while Katy was increasing its traffic base in the 1970's, the merger movement was producing larger competing lines even faster, and soon MKT found itself surrounded by a bigger Burlington Northern (now including Frisco) and UP (including Mo-Pac). Katy's independence was clearly in jeopardy, and the resilient road vanished into the UP in May 1988. Remarkably, virtually all Katy main lines except its St. Louis route remain in use today.

By the time a career move carried me to Texas and I was able to actually see Katy trains, its yellow boxcars of my youth had mostly been replaced or repainted. I found, though, that many Texans had a warm spot in their hearts for this mid-sized railroad that, even though battered and tattered, was still moving trains. I was indeed lucky to see Katy's ultimate triumphs over adversity during its last 25 years. ■

Katy fact file

(comparative figures are for 1929 and 1987)
Route-miles: 3189; 3130
Locomotives: 515; 237
Freight cars: 20,140; 3566
Passenger cars: 411; 66 (1964)
Headquarters city: Dallas, Texas
Notable postwar passenger trains: *Texas Special, Katy Flyer, Bluebonnet*
Special interest group: Katy Railroad Historical Society, P.O. Box 1784, Sedalia, MO 65302; www.KatyRailroad.org
Source: *The Historical Guide to North American Railroads* (Kalmbach, 1999).

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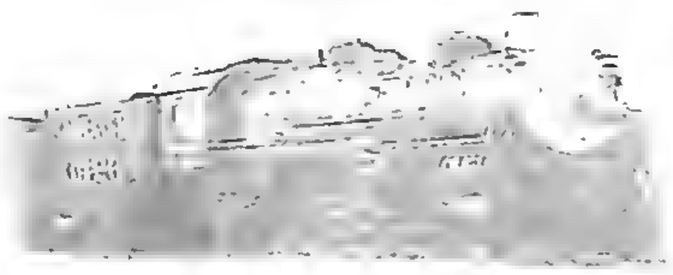

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By J. David Ingles • Photos by the author

FOR THOSE RIDING Burlington's *California Zephyr* domeliner into the Mile High City, "the great experience" was the first, early-morning sighting of the vague outline of the Front Range of the Rocky Mountains from miles out on the High Plains of northeastern Colorado.

Well, that's what most people said, including the *CZ*'s "Zephyrette" hostesses. The second "great experience" was crawling through the wash rack at CB&Q's 23rd Street terminal in Denver as the water jets gave the train a bath in preparation for its daylight ramble through the Rockies. It didn't matter if you were getting off in Denver, or going through—that was an experience rarely duplicated.

The Ingles family was *not* going through. In the 1950's,

Symbolic of all my Great Plains overnight trips are a 1975 sunset on BN's main in western N
braska, and Bob Bullermann's 1964 photo above of the westbound CZ at West Hinsdale, I

Wabash E7's rumble into Delmar Station in June 1959 (left) with the *City of St. Louis*; behind the head-end cars it's a solid UP yellow consist. At Denver Union Station (lower left), the eastbound *City*'s lead E8 gets its windshields washed as UP and D&RGW S2's go by. In the distance are Rio Grande F's to take the *California Zephyr* on west.

our annual two-week family vacation from Chicago was to Colorado, where my parents knew a lot of former Windy City friends. We always went by train across those Great Plains, on the Burlington. Dad worked through an agent in "the Q's" Chicago Loop ticket office, and even though we made the trip only annually, the road's attitude toward passengers was reflected on our second *CZ* vacation ride west, when we were surprised to be guests of the Q for dinner.

As a young teenager I was of course impressionable. One poignant *CZ* memory was our departure from Chicago, when we'd be up in a dome rounding the curve at 16th Street and ducking under Canal Street. We could hear the twin V-12 throats roaring as the multiple E's spewed out blue exhaust climbing the short grade to Halsted Street as they got up to track speed onto "the raceway" . . . en route "Everywhere West."

For me, though, those memorable departures are topped by something else, and not the aforementioned dinner, first sighting the Rockies, or riding a dome through the Denver washer. Rather, I treasure waking up in McCook, Nebraska. *What*, you say?

We always went Pullman, and forever for me, a lack of motion usually will wake me up, especially toward morning. McCook was a Burlington Route division point, and my bed was usually on the north side, same as the depot. It would be a pre-dawn hour (about 4:45 a.m. Central Time for the *CZ*, 45 minutes later for the *Denver Zephyr*), and my window seemed to stop either opposite the depot or with a view in between Burlington buildings northward up a business street. Collectively, McCook wasn't up yet; the streets were deserted, given a hint of life only by overhead traffic signals set on flashing yellow or red. Our brief stop almost seemed like an intrusion.

That dimly lit scene, and mile-after-mile of emptiness of western Nebraska and eastern Colorado (whether westbound in the morning or eastbound in the evening) all added up in my mind to a Great Plains mystique. Someday, I thought, I'll drive across these vast plains and see these lonely little towns as I want to see them, not just through a Pullman window. That eventually happened, and of course the mystique wasn't quite to be found.

But isn't "getting there" much of the fun? Of course it is.

IN 1959, WE BROKE the *Zephyr* mold. We had moved from the Chicago area to the Detroit area in 1956 when Dad joined the Detroit, Toledo & Ironton as Chief Mechanical Engineer, and had not gone to Colorado for two summers. Dad and I had returned in 1958, driving to Chicago and riding the two-year-old *Denver Zephyr* west. (My sister, Janis, had summer camp, so Mother stayed behind with her while Dad and I had what today is called a "chance to bond," a men-only Colorado vacation.)

For our June 1959 family return to the Centennial State, we tried a new route. We took the *Wabash Cannon Ball* from Detroit to St. Louis, where we changed trains at suburban Delmar Station to the *City of St. Louis*, a through Wabash-Union Pacific train, for Denver. Two Wabash E7's led the way as far as Kansas City, but behind the blue Wabash head-end cars, the train was pure UP Armour yellow. The 28-minute Delmar connection was guaranteed, for the *Cannon Ball* arrived in Union Station at 4:25 p.m., 10 minutes after the *City* had left.

While the *City* was a nice change of pace from the Burlington, UP's ACF domes didn't quite match the Q's Budds for seating and visibility, in my opinion. This trip, though, opened my eyes to trying different trains. After a fun two weeks in the high country, we re-

When I returned to the nearby Santa Fe tracks after the Colorado-Oklahoma game, I was surprised to find our train third in line (headlight in distance). A heavyweight train preceded 332 North.

turned the same way, connecting at St. Louis Union Station to Wabash's overnight *Detroit Limited*.

My first year of college was at the University of Colorado in Boulder, a short bus ride up the turnpike from Denver. That September, I went from Detroit to Chicago on New York Central's *Wolverine*, which allowed a 2-hour connection (and the change from La Salle Street to Union Station), to old friend Burlington's *California Zephyr*. The seeds for further exploration had been sown, however.

Every fall an alumni club at CU sponsored an outing by train to an away football game, and that year it was to Norman, Okla., to see the Buffaloes play the Oklahoma Sooners. The train was a Santa Fe special, a mix of hi-level coaches and Pullman sleepers behind a four-unit F7, from Denver to Norman via La Junta, Colo., and Newton, Kans. I even had a "Railroad News Photo" of it published in TRAINS.

On a cold and dark Saturday in Norman, our special unloaded on the Santa Fe main a few blocks south of the depot just a short walk from the stadium. Yes, I did go to the game (which CU lost, as usual, in those OU Bud Wilkinson years), but the real reason I went was for the railroading. It was my first Santa Fe experience, and while not between Chicago or St. Louis and Denver, it was another nocturnal trek across the Great Plains, this time through different little towns in Kansas.

After the game, I discovered our train was *third* in a line of northbound football specials queuing up on the single-track main to load, two to destinations unknown to me. The first had A-B-B F7's pulling a dozen heavyweight coaches; behind it was a long single-level lightweight train with four F7's.

I STAYED IN COLORADO for the Thanksgiving weekend but went home over Christmas and New Year's, a trip for which I plotted an entirely new course: the *Colorado Eagle*. My CB&Q and UP rides had launched my love for dome cars, and the *Eagle* had one; besides, I'd seen the *Eagle* a few times, and I just had to ride that pretty train! Because we'd just done the St. Louis and Wabash thing, I routed myself off the *Eagle* at Kansas City and to Chicago on the Santa Fe. Although I changed trains twice, I avoided changing stations during the busy holiday period, riding Grand Trunk Western out of Chicago, since both it and AT&SF used Dearborn Station.

Out of Denver, the *Eagle* was a Rio Grande operation as far as Pueblo, but the consist was all MoPac equipment going through. As power, we had E8A 7019, an E7B, and an E7A. At Kansas City, Union Station was very crowded, and I was grateful (in both directions) for its unique design of separate arrival and departure concourses.

My connection was leisurely. The first Santa Fe train east wasn't until 12:25 p.m., No. 12, the *Chicagoan* from Dallas, but this allowed me the morning to soak up more railroading. After checking my bags in the depot, I walked out in the cold, windy sunrise air to the Broadway Street bridge west

My Christmastime 1959 photo of my outbound *Colorado Eagle* in Denver was in virtual darkness, but the next April (above), there was plenty of sun. The "Planetarium Dome" is almost opposite the *Denver Zephyr*'s dome-lounge observation. At Kansas City in December, Rock Island train 15 (left) was the most interesting consist of my morning. A couple of hours later, Kansas City Terminal S2's (bottom) kept busy.

of the station and watched and photographed trains until the wind just got too cold. At this end of the depot alone, 14 trains of seven roads were scheduled in or out between our *Eagle*'s 6:55 a.m. arrival time and 9:15 a.m.

Kansas City Terminal's Alco switchers chortled back and forth with express cars; Santa Fe and Rock Island freights went by on the KCT main line; and passenger trains of Santa Fe, CB&Q, Rock, Katy, MoPac, Frisco, UP, and even Kansas City Southern (from the KCT coach yard) came in or left.

The highlight was the 8:35 departure of Rock Island 15, the nameless continuation of the overnight *Kansas City Rocket* from Minneapolis. It was powered by No. 400, one of RI's two Fairbanks-Morse H15-44 road-switchers, recently re-engined by EMD. Just as exotic was its consist: an ex-troop sleeper express boxcar, a longer box-style mail car; a round-roof "Harriman style" baggage car; an RDC3; and lightweight coach *McAlester*. A modeler's delight! According to the *Official Guide*, some head-end cars came off at Wichita, while others, and the coach, did so at Enid, Okla. Only the self-propelled RDC continued on to Fort Worth.

Second prize went to Burlington's train 55, the *American Royal Zephyr*, which arrived at 7:35 from Chicago with an E8 leading a Pullman-green baggage car; a silver RPO; a green Rail-

With the customary ABG in the lead (top), the Colorado Springs section of the *Rocky Mountain Rocket* arrives in Limon, Colo., in April 1960 as the baggage car on the Denver section is being worked. The *Rocket*'s schedule allowed riders to see small Plains towns such as Phillipsburg, Kans. (above), in daylight. Next morning (right), the train crossed the Des Plaines River in Joliet, Ill.

way Express Agency boxcar; a silver heavyweight coach; and two fluted Budd stainless-steel cars, a dome buffet-lounge and a 6-section, 6-roomette, 4-bedroom sleeper.

After warming up in the station and having breakfast, I made sure to be back outside, on the Grand Avenue viaduct to the east, to photograph the 10 a.m. departure of KCS's *Southern Belle*. After that, most of the activity was just the KCT Alcos. When it came time to board the *Chicagoan*, I walked up front to photograph our power: E8AM 87, an E8M B unit, and an F7A. The E's were 1952-53 rebuilds of Santa Fe's 11 early E1 units (8A's and 3 B's).

Our *Chicagoan* was supposed to have a "big dome" lounge, but instead had a round-end observation-lounge on the rear, so during the 5-minute service stop at Shopton, Iowa (Fort Madison), I stepped off for a photo. The car had a *Chief* drumhead!

In Chicago that evening, Dearborn Station was standing-room-only, even upstairs in its little-remarked "auxiliary waiting room" that afforded a balcony-level view of the bumping posts. It was of little consequence to me, though, because I had less than two hours before boarding my GTW sleeping car.

In those civilized times, it was common practice on short Pullman runs to open well before departure and/or let you stay on board after arrival. In this instance, one could board in Chicago at 9:30 p.m., 80 minutes before Grand Trunk Western 6, the *Inter-City Limited*, pulled out. It was the same westbound, as one could board at Detroit at 10 p.m. even though GTW 57 didn't leave until 11:15, and occupy the car in Chicago until 7:30 a.m., an hour after the arrival of train 5, the *La Salle*.

GTW's Chicago-Detroit sleeper, which was handed off between mainline Chicago-Toronto trains and the nameless Detroit Division locals at Durand, Mich., was an unremarked service, used mostly by north suburban Detroiters who could board at Royal Oak, Birmingham, or Pontiac. Over the years I rode it several times, always to or from GTW's little riverfront Brush Street station in Detroit. The service outlasted the sleeper on NYC's faster overnight Chicago-Detroit *Motor City Special*, which disappeared about 1966.

In boarding at Brush Street on New Year's Day 1960 for my return west, I was surprised to find the assigned Pullman a stainless-steel Bangor & Aroostook car, one of the road's two (*North Twin Lake* and *South Twin Lake*) 1954 Pullman-Standard 6-6-4 cars leased by GTW parent Canadian National. BAR had dropped its only sleeping-car run in 1957; the two would be renovated by GTW at its Port Huron, Mich., shop, becoming CN 1190 *Green Gables* and 1191 *Greenwich*, respectively.

In Chicago I had three hours after GTW 5's arrival before leaving at 9:10 on what turned out to be the first section of Santa Fe 19, the *Chief*. Although

Lead F7 No. 30 of my January 2, 1960, *Chief* dutifully carried green flags (left) as it prepared to leave Chicago's Dearborn Station. For some reason, the AB6 on my westbound *Rocket* in April went to Denver (above), not Colorado Springs.

the weather was gloomy, the train did have the advertised full-length dome lounge. The view, while better than from my coach seat, again was not up to that from Budd's sister "short" domes. It was dark when we arrived in K.C. around 5 o'clock, so I spent my 4-hour layover in the depot.

The *Colorado Eagle* provided me with my first (and only) dome-car rides on the Missouri Pacific (I now had ridden domes of five roads), and truthfully, my two MP dome experiences didn't amount to much. As advertised, there was only one "Planetarium Dome," a coach, in the consist. Eastbound, I'd gone forward to it, and upstairs, just briefly in late afternoon, but dinner interrupted. Westbound, I tried to go up in the morning out of Pueblo, but the train had become so crowded overnight that the dome was just "more coach seats," with passengers sleeping and the aisle clogged with luggage. Looking forward briefly, though, I did note we were being led by an Alco PA.

FOR SPRING BREAK, or "Easter vacation" as we called it then, it was the *Rocky Mountain Rocket*'s turn. It had no dome, but it was a new train for me. By then I knew enough to ask crew members for permission (and receive it) to get off at Limon, Colo., to photograph the famous melding of the train's Denver and Colorado Springs sections. We even had one of the two specially built AB6 E units in the middle of the diesel consist, still on its original assignment.

This time I traveled coach, which meant I woke up more frequently during the night, glimpsing yet more "new" little towns. I actually saw more of them anyway because of the *Rocket*'s

By the time I "filled in the last Denver-Chicago line on my map," one had to wait at North Platte, Nebr. (above), for UP's *City of Denver* to gain a dome, when it combined with the *City of Portland*.

noontime Denver departure. I was about half awake around 10:30 p.m. when we pulled into Omaha Union Station, whose platforms bustled with activity as the eastbound and westbound *Rockets* met. Upon our 8 a.m. Chicago arrival, I had almost two hours at La Salle Street to make NYC 44, the *New York Special*, which arrived in Detroit about 4:30 in the afternoon.

Westbound, I again rode Central's *Wolverine* out of Detroit. It provided only a 45-minute connection at La Salle Street to the *Rocket*'s 2 p.m. departure, but in those days you could depend on making such a connection, because the railroads valued interline passengers. In this case, Chicago's South Side Englewood Union Station was a backup, anyway. My *Rocket* ride west is remembered for two things. At Depue, Ill., we had to stop and set out a defective car (not mine), and the next morning, the AB6 diesel stayed with us out of Limon to Denver, which required our trailing unit, E8 654, to be spun around at Limon before heading for Colorado Springs.

It would be years before I'd become aware of the term "rare mileage." But now, deep in the Amtrak era, three of the Great Plains routes I rode are very much that, owing to line abandonments. Thanks to that one year of college at CU, I'd managed to "ink in on my map" every major route linking Chicago or St. Louis with Denver, except one. That was the *City of Denver*'s, and eight years later, I made sure to rectify that omission.

By Thanksgiving 1968, I was working in Springfield, Ill.; Dad had taken an early retirement from DT&I; and he and Mother had moved to Denver. To visit them for the holiday, I made my first commercial airline flights, on an Ozark F-227 from Springfield to St. Louis, and a TWA 707 to Denver. But I returned home on the *City of Denver* (and the Gulf, Mobile & Ohio).

This late in the game, the storied *City of Denver* was really just a Denver-North Platte (Nebr.) connection to the *City of Portland*. Out of the Mile High City on November 29, train 112 was an A-B set of E units, a baggage car, a lunch-counter diner, a lounge, a sleeper, and two coaches. It was due into North Platte at 7:15 p.m., with a 1-hour, 40-minute layover. Once I was aboard the combined consist, though, you can be sure that before I pulled down my roomette bed, I went forward to the first dome coach I found for a little upstairs time on the Overland Route as we raced through the Nebraska night and yet more "new" nameless Great Plains towns.

We were halfway across Illinois the next morning before I woke up, so I'd missed seeing the towns on Milwaukee Road's track across Iowa, most of which is gone now (as is a UP segment in northeastern Colorado). No matter—I had, at last, ridden my "final" main line across the central Plains.

Under Amtrak, the Burlington has been the only route to ride "overnight to Denver" from Chicago, and I've done so numerous times. I've also driven across the Great Plains and explored many of those Iowa and Nebraska towns I'd first glimpsed in the mysterious darkness from a *Zephyr* sleeper. But I've still never been on the ground in McCook, so at least a tiny little bit of that mystique remains. ■

BIRD'S-EYE VIEW

East to west on the N&W

Norfolk, Va.: Lamberts Point Terminal

The Norfolk & Western Railway transported much of the coal mined in southwestern Virginia and West Virginia. Many loads went north to Lake Erie, others to "tidewater" at N&W's big terminal in Norfolk, Va., opened in 1885. Here it was loaded in vessels for shipment to ports up the East Coast or for overseas export. Because of Lamberts Point's location on the east side of the Elizabeth River, trains were actually headed west when they arrived. Normal procedure was for a train to pull into a clear track in the main body of the yard and move around the loop track. After the yard track was full, a cut would be made and the head end of the train would move forward and double into another clear track. The locomotive would then cut off and proceed around the loop to the roundhouse area.

PHOTO: NORFOLK & WESTERN; DATE: LATE 1940'S OR 1950'S; RESEARCH ASSISTANCE: LOUIS NEWTON

1 Elizabeth River
2 Location of old Merchandise Pier 2
3 Location of old Merchandise Pier 1 (new merchandise piers out of view to south)
4 Old Coal Pier 3 (retired 1937)
5 Old Coal Pier 2 (retired 1937)
6 Old Coal Pier 1 (retired 1915)
7 Coal Pier 4 (built 1914, retired 1962)
8 Coal Pier 5 (built 1936, retired early 1990's)
9 Location of Coal Pier 6 (built 1962, in service)
10 Empty Yard for cars after being dumped
11 Barney Yard to supply coal to Piers 4 and 5
12 Main body of yard; about 70 tracks, used as needed for receiving, classifying, and storing coal
13 Storage yard (stub-end tracks)
14 Loop track for engines off inbound trains
15 Hump yard for classifying small blocks of cars
16 Roundhouse with 100-foot turntable
17 RIP track
18 Coal wharf for fueling locomotives
19 To small coal storage yard
20 To Norfolk Division main line

BIRD'S-EYE VIEW
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PHOTO: NORFOLK & WESTERN; DATE: EARLY 1930'S; RESEARCH ASSISTANCE: ED KING

Roanoke, Va.: Main shops and HQ

In 1881, the Atlantic, Mississippi & Ohio Railroad established its headquarters and a large shop at the southwestern Virginia town of Big Lick. The place was soon renamed Roanoke, as was the AM&O, to Norfolk & Western Railroad (later Rail*way*). N&W began building locomotives and cars at Roanoke in 1883. Except for a brief hiatus in the 1890's, steam-locomotive production continued there until 1953, making Roanoke the very last U.S. facility to build steam for domestic use. Roanoke was also the hub of N&W operations, with lines radiating from it east to Norfolk; west to Cincinnati; northeast to Hagerstown, Md.; and southeast to Winston-Salem, N.C. N&W's passenger depot was convenient to the Hotel Roanoke (still in business) and the railroad's general offices. Built in 1905, the station was modernized by Raymond Loewy's firm in the late 1940's; today it houses a museum dedicated to the life and work of the great photographer O. Winston Link, famous for his night pictures of N&W steam.

1 Passenger station
2 Old General Office Building
3 New General Office Building, opened 1930
4 Stone Printing Co.
5 Hotel Roanoke
6 Dining-car Commissary
7 Motive Power Building
8 Coach yard
9 Locomotive roundhouse
10 Boiler Shop
11 Erecting Shop
12 Machine Shop
13 Blacksmith Shop
14 Passenger-car Shop
15 Foundry
16 To Hagerstown, Md.
17 To Lynchburg and Norfolk
18 To Winston-Salem, N.C.
19 To freight classification yard, Schaffers Crossing engine terminal, Bluefield, and Bristol

BIRD'S-EYE VIEW

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Cincinnati: The great Union Terminal

Ohio's Queen City was the west end of the "old" (premerger) N&W, and Cincinnati's railroad centerpiece was its magnificent passenger terminal. Opened in March 1933, CUT was one of the last big stations built in America, and one of its grandest. The half-domed Art Deco head building was CUT's most public element, but that was just the tip of an iceberg that included 15 platform tracks, 40 double-slip switches, a mail terminal, a 26-track coach yard, an express terminal, and a 20-stall roundhouse. Seven railroads used the terminal: Baltimore & Ohio, Chesapeake & Ohio, Louisville & Nashville, New York Central's Big Four, N&W, Pennsylvania, and Southern Railway's Cincinnati, New Orleans & Texas Pacific. (N&W had the lowest profile at the terminal, with just three pairs of trains: the *Cavalier*, *Pocahontas*, and a local.) CUT closed in 1972, after which most of its facilities were swept away, but the great rotunda still stands, serving now as a museum and civic center, with a small space set aside for Amtrak.

PHOTO: BOWMAN-PARK AERO CO.; DATE: EARLY 1933; RESEARCH ASSISTANCE: DENNIS HAMILTON

1 CUT headhouse, concourse, and platforms
2 CUT mail terminal
3 U.S. Post Office
4 CUT express terminal
5 CUT coach yard
6 CUT roundhouse, loop track, and power house
7 Western Hills Viaduct
8 Hopple Street Viaduct
9 Bald Knob, source of CUT fill material
10 Southern Railway (CNO&TP) yard
11 Mill Creek
12 8th Street Viaduct
13 Cincinnati Junction
14 C&O and L&N to Ohio River bridge
15 Southern Railway (CNO&TP) bridge
16 NYC and B&O to Indiana
17 C&O to Cheviot Hill and Indiana
18 B&O, NYC, N&W, PRR to points north and east
19 Crosley Field (Cincinnati Reds baseball)
20 Ohio River

The unwanted Berkshires

Pittsburgh & Lake Erie's A-2a of 1948 was America's final 2-8-4 design, but it looked more to the past than the future

By Jack Polaritz

THE A-2A CLASS 2-8-4 Berkshires of the Pittsburgh & Lake Erie Railroad were an accident of history that should never have existed. While historically significant as the last steam engines built by the American Locomotive Company, they were hardly a heroic last-ditch Super-Power effort to stave off dieselization. The A-2a's were more of a monument to corporate ineptitude and politics, being designed, built, and sold for scrap all within a decade. They never stood a chance of long-term survival, and were obsolete before they ever left their birthplace.

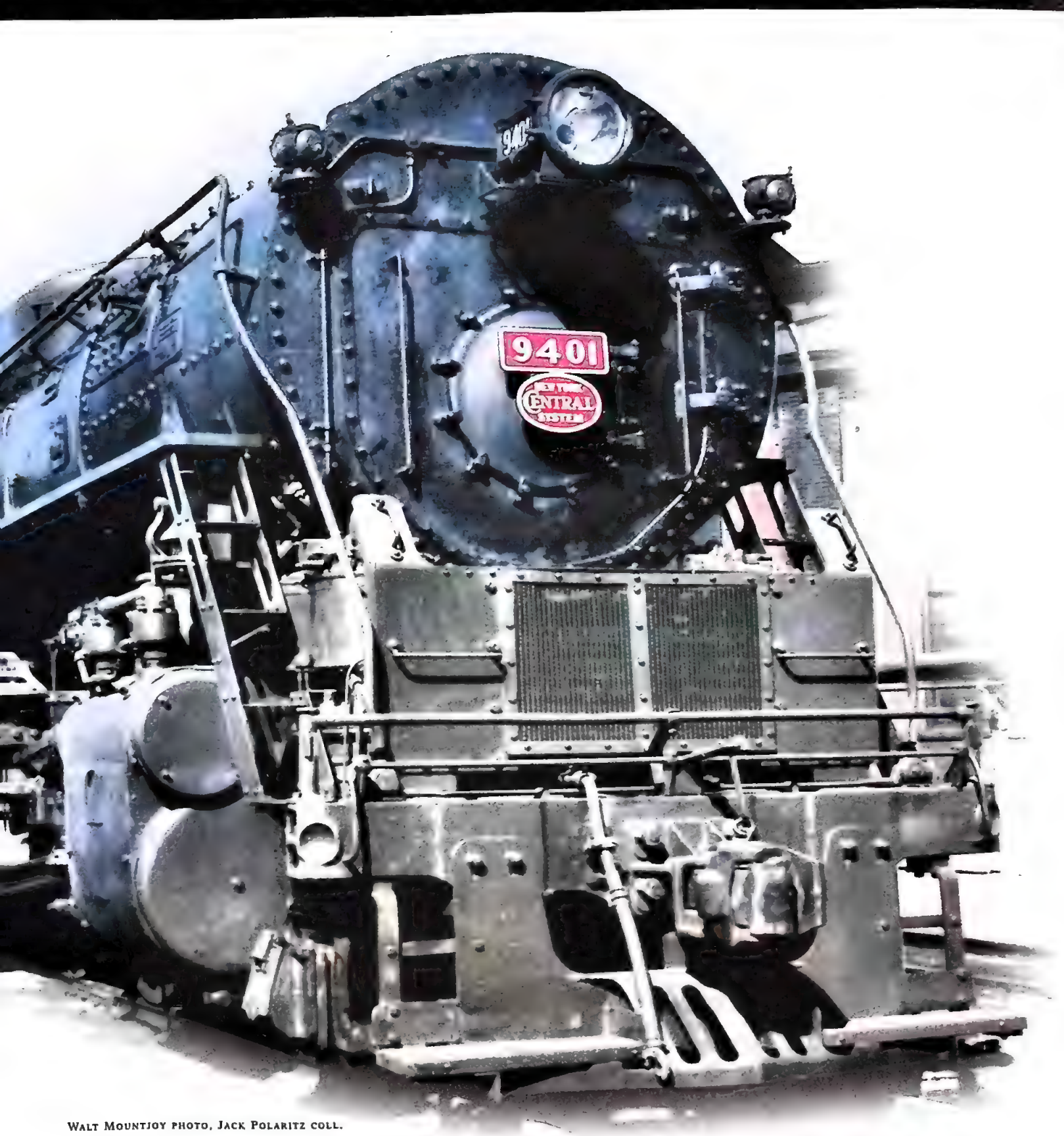
P&LE served the huge steel manufacturing centers of Pittsburgh, Pa., and Youngstown, Ohio, handling volumes of iron ore, coal, coke, and limestone related to the industry. From the onset of World War I until after World War II, 2-8-2 Mikados handled this tonnage for P&LE, whose water-level profile allowed the relatively small engines to handle trains that exceeded 9000 tons. The road investigated acquiring larger power, but the need to reconstruct its physical plant to handle bigger locomotives never made economic sense.

The A-2a's were born from P&LE's desperate need to replace its worn-out World War I-era H-9 Mikados. The Berkshire design evolved from a 1946 P&LE request to its parent, New York Central, for replacement of freight locomotives based on a five-year capital expenditure plan developed in 1945. The plan called for replacing seven H-9's in 1947 and more in later years. These initial seven replacements were to be steam locomotives, in part because management thought diesels would be too expensive.

Another factor in specifying steam was that some in management believed that a suitable diesel was not yet available. P&LE's operations required its freight trains to pick up and deliver many cars at mill sidings between origin and destination points. At the time, the road's motive-power people believed that efficient diesels were available only in switcher and streamlined road versions. The switchers were not powerful enough for road work, and streamlined cab units afforded insufficient crew visibility for switching. What P&LE needed was a road-switcher, but the first one powerful enough for heavy freight work, Alco's 1500 h.p. RS2, had only just entered production and its capabilities were not yet appreciated by P&LE management, which wanted new power immediately.

Satisfied with its Mikados' performance and constrained by operational considerations, P&LE desired replacements with similar tonnage ratings but with improved steaming qualities. This meant a bigger firebox and a four-wheel trailing truck to support it. Larger tenders were also desired, to reduce the number of water stops. The new locomotive and tender combination was projected to be 20 percent longer than the H-10 2-8-2's, P&LE's biggest road power, but still small enough that little reconstruction of the physical plant would be required.

New York Central's management concurred with the need and concepts, and set about designing a completely new steam locomotive, different from any on its system. (In 1926, NYC subsidiary Boston & Albany had been the first road to go for the 2-8-4, giving the type its Berkshire name.) The P&LE engines would be small by modern standards, and only slightly more powerful than the H-10 Mikes (excluding the H-10's booster). Not much of an engineering challenge, formal design work began in early 1947 with Alco.



WALT MOUNTJOY PHOTO, JACK POLARITZ COLL.

Spiffed up to haul a special train for P&LE and NYC executives in September 1948, A-2a 9401 sports a specially painted number plate.

Decision: diesel

But even before design efforts began, P&LE had begun acquiring diesels, the first being a pair of Fairbanks-Morse 1000 h.p. switchers (later designated H10-44). They arrived in December 1946 and were eye-openers for management, with high availability, minimal maintenance requirements, and superior operating economy. A January 1947 study comparing steam and diesel operations convinced P&LE management to begin dieselizing.

Former P&LE Engineering Department employee Carl Lundeen recalls that, "After the first two weeks that [the FM's] were on the property, I was ordered to do a study and immediately knew the railroad didn't want any more steam locomotives. We met with the P&LE's vice president, and he agreed that there should be no more steam locomotives purchased, and we should

MIKE PETERSON PHOTO, JACK POLARITZ COLLECTION

In an undated photo from the Berkshires' brief heyday, No. 9404 blasts across P&LE's massive Ohio River cantilever bridge at Beaver, Pa., with a westbound coal train for Youngstown.

begin to dieselize immediately."

P&LE's brass informed NYC of the study results and about their intentions, then focused on converting to all-diesel operation as quickly as possible. By 1949, the P&LE had 31 diesels: 4 FM, 3 Alco, and 20 EMD switchers, each of 1000 h.p., plus 4 Alco 2000 h.p. cab units (later designated PA's) for passenger trains. (the road's 226 remaining steam locomotives in 1949 included, in addition to the 7 Berkshires of 1948, 9 Consolidations, 40 Mikados, 20 Pacifics, 120 0-8-0 and 19 0-6-0 switchers, and a single 0-8-8-0.)

P&LE wanted diesels for its road freights, too, but seeing nothing of suitable power and configuration in the builders' catalogs, determined that the life of its current steam freight engines could be extended until such new diesels became available. Savings from the dieselization of switching jobs were deemed more than enough to offset any expenses involved in extending the use of steam freight power. These savings would then allow P&LE to function with equipment on-hand without dramatically affecting profitability.

Thus things were falling into place to allow for an orderly transformation of P&LE into an all-diesel railroad. The potential savings by dieselizing were staggering, driving management to complete the process quickly. Everything was going along smoothly—too smoothly.

New York says "No"

In March 1947 P&LE's Vice President C. M. Yohe was called to Central's headquarters in New York and informed that he would be purchasing 10 new 2-8-4 steam freight locomotives from Alco, long the primary supplier of NYC power. P&LE men were astounded, and the politics between the parent and subsidiary became hot and heavy. P&LE's management was adamant about not wanting any new steam locomotives, and NYC was just as insistent that it would buy the Berkshires.

P&LE's 1945 five-year plan facilitated a compromise where the company would buy only 7 Berkshires rather

BILL NIXON COLLECTION

A May 1949 photo taken as part of a test conducted to determined the effectiveness of the A-2a's smoke-consumers shows engine 9405 approaching Lowellville, Ohio, with 104 cars of coal. The devices seem to be doing their job.

than 10. The railroad signed an agreement to acquire the reduced number of 2-8-4's from Alco for delivery in 1948 on Lot Order No. 2006.

Caught off-guard by its parent's Berkshire pronouncement, P&LE needed to scramble to integrate the A-2a's into its operations. Potential problems needed immediate identification, prioritization, and resolution, as the new power would arrive within months. These efforts were to be accomplished in the context of knowing that these brand-new locomotives wouldn't have a long life. Assimilating them, therefore, had to be done with minimal capital expenditure.

Perhaps most critical to the process was determining if the road's bridges could handle the 2-8-4's. If bridge-capacity problems existed, P&LE needed time to design and initiate reconstruction to use the A-2a's.

Another crucial item involved evaluating terminals to determine any potential modifications required. At this point, no one knew if the existing service and repair facilities could handle the A-2a's. As it turned out, the theory that a locomotive only 20 percent longer than P&LE's 2-8-2's wouldn't require extensive physical-plant reconstruction was wrong—the new engines' greater length and weight would cause significant problems.

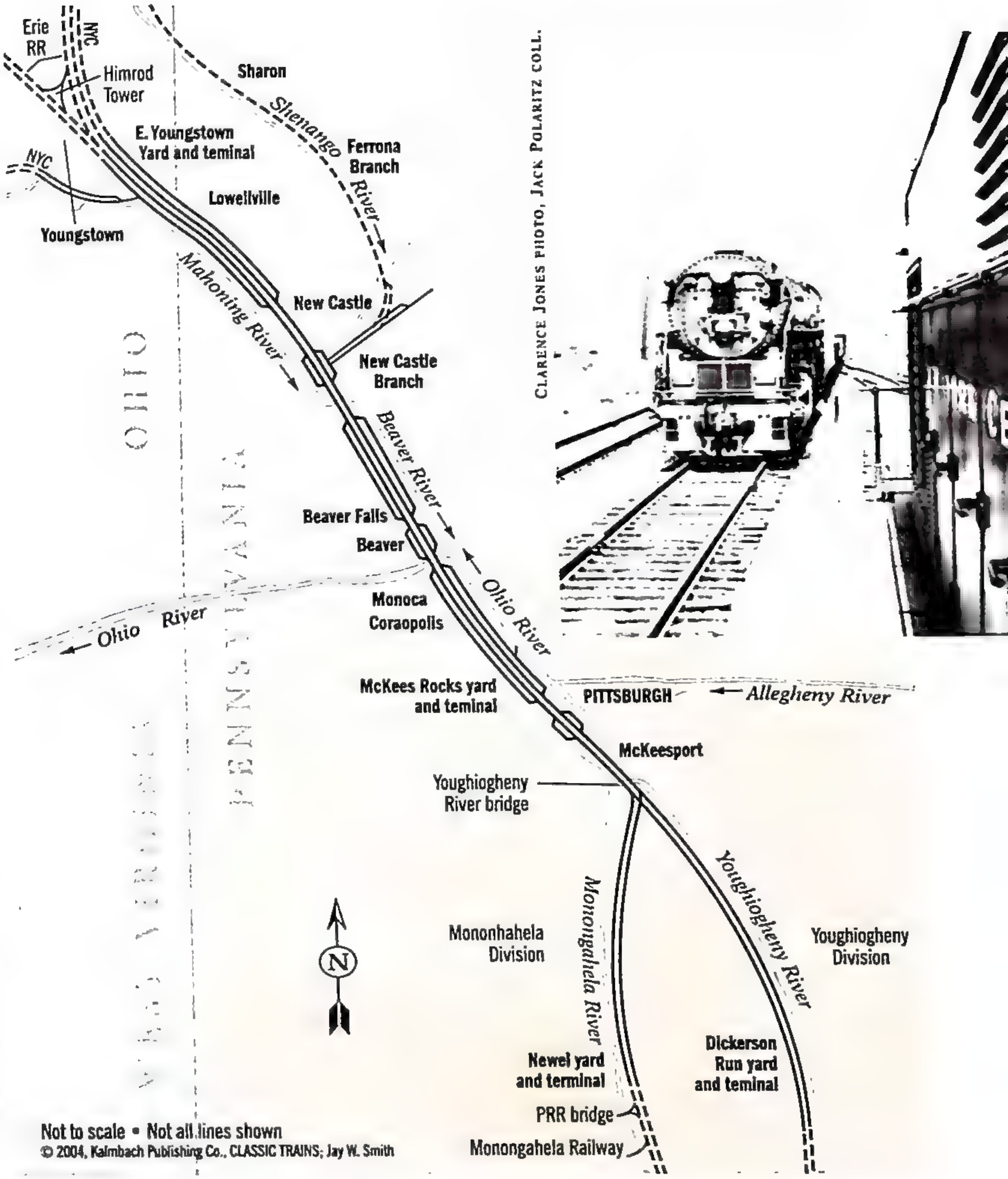
The Youghiogheny River bridge at McKeesport, Pa., controlling access to two important divisions, was deemed unable to accommodate the Berkshires. Its rebuilding was a substantial project that couldn't be completed before the A-2a's would arrive, so as a result, the new power entered service being able to operate on only half the railroad's mainline routes. Initial operation of the 2-8-4's wound up being limited to pulling trains only between McKees Rocks (P&LE's shop location 3.5 miles west of Pittsburgh) and Youngstown.

Even then, there were additional costly problems, as the facilities evaluation revealed that the Youngstown roundhouse turntable was too short for the new locomotives. Design and construction of a new turntable began, but it wasn't ready until after the 2-8-4's were in service.

The original use of the A-2a's into Youngstown required a complicated and expensive process to turn them for the return to McKees Rocks. Upon arriving in Youngstown, the 2-8-4's were cut off their trains and stored at the engine terminal until at least three were on hand. They were then gathered together as a special train for turning on the Erie Railroad's wye at Himrod tower. Each engine had to have a fireman aboard, and the process inevitably consumed a lot of time and tied up interchange tracks.

Eventual reconstruction of the Youghiogheny River bridge finally allowed the 2-8-4's to run over P&LE's entire mainline route structure. They saw much use on the Youghiogheny Division to Connellsville, Pa., but seldom ventured down the Monongahela Division to Brownsville.

By the late 1940's, this "Mon" Division generated the bulk of P&LE's coal, thanks to its connection with the Monongahela Railway. However, the division's main engine terminal at Newell never had its turntable lengthened to accommodate the 2-8-4's. On the rare occasions when one would run on the Mon, it had to be turned using the Pennsylvania Railroad's approach tracks to its bridge at West Brownsville.

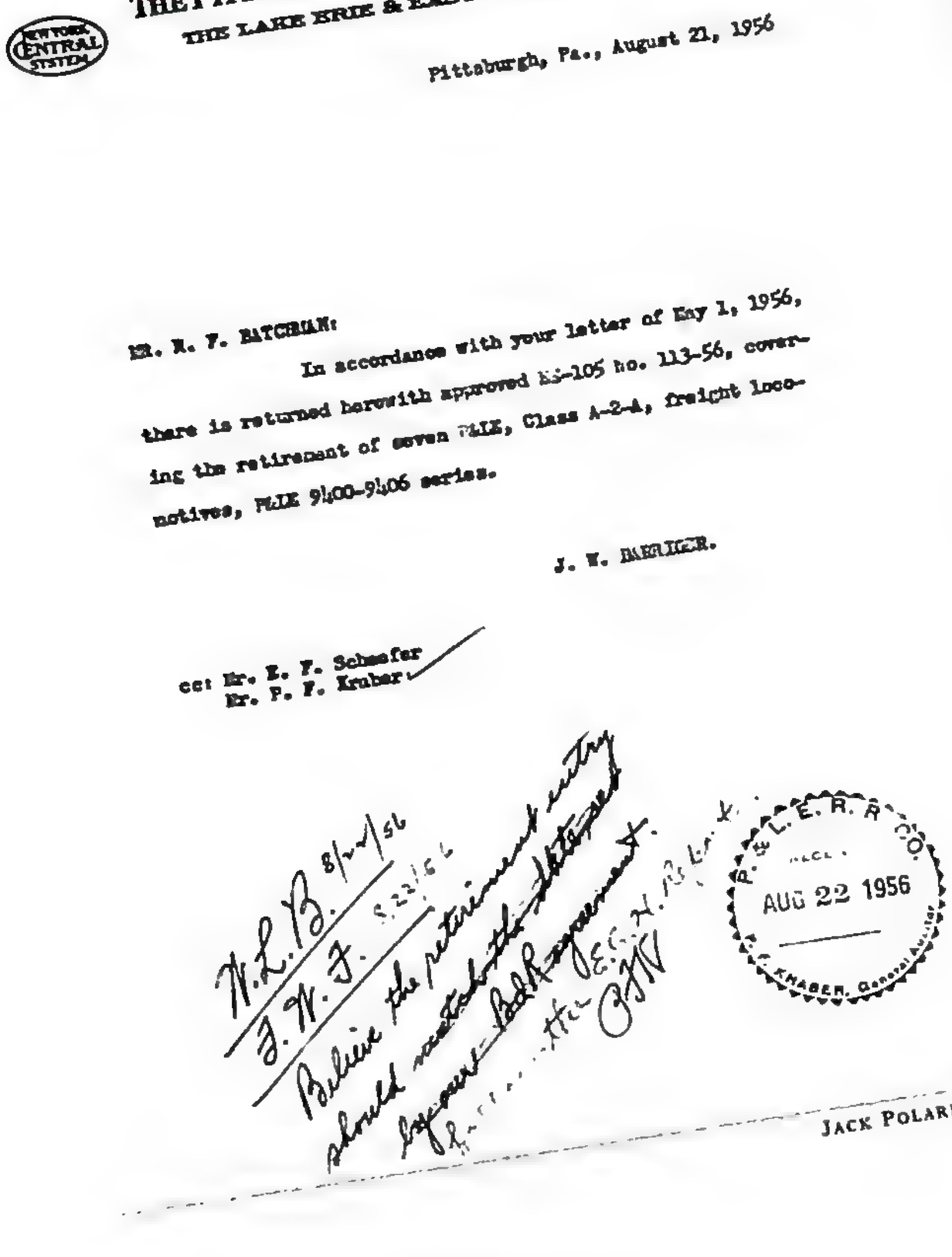


CLARENCE JONES PHOTO, JACK POLARITZ COLL.

P&LE was a two- and four-track powerhouse when the 2-8-4's arrived in 1948. A view from an FM diesel switcher shows an A-2a entering the west end of the McKees Rocks yard.

Alco engines with Lima tenders

The A-2a's came near the very end of U.S. steam-locomotive production. This created an unusual circumstance in which the locomotives carried one manufacturer's builder's plate and the tenders another's. By the time Alco built the A-2a's—its last steam locomotives—its Tender Shop had closed. As a result, Lima Locomotive Works, which still had full facilities, built the tenders. Lima affixed its diamond-shaped identification plates to them, while Alco's



THE PITTSBURGH & LAKE ERIE RAILROAD COMPANY
THE LAKE ERIE & EASTERN RAILROAD COMPANY

Pittsburgh, Pa., August 21, 1956

MR. R. F. HATCHER:

In accordance with your letter of May 1, 1956, there is returned herewith approved ES-105 No. 113-56, covering the retirement of seven P&LE, Class A-2-A, freight locomotives, P&LE 9400-9406 series.

J. W. BARRIGER.

cc: Mr. E. F. Schaefer
Mr. P. F. Kruber

N.L.B. 8/24/56
J.W.J. 8/22/56
Believe the retirement entry should match the letter
Request Bill Request sent.
Letter to E.F.S. & P.F.K.
JWB

P. & L. E. R. R. CO.
AUG 22 1956
P. F. KRUBER, General Auditor

JACK POLARITZ COLLECTION

Green overall color and red Lima builder's plate on the tender are evident in a September 1948 view at McKees Rocks. Seven small cylinders along the firebox are smoke-consumers. Where's the bell? Tucked under the running board behind the front steps! Letter from J. W. Barriger (left) consigned the unwanted Berkshires to oblivion.

standard rectangular plate adorned the locomotives themselves.

Delivery of the A-2a's began with the 9400 in May 1948 and ended with 9406 on June 21. They worked from Alco's Schenectady (N.Y.) plant to Youngstown via the Delaware & Hudson and Erie, pulling freight trains. Erie crews ran the 2-8-4's to Himrod tower, where P&LE men took over to their company's East Youngstown engine terminal.

When the Berkshires got to McKees Rocks, they were shopped for minor changes to their paint scheme. Alco had painted them in a dark green similar to olive drab, with gold lettering. P&LE repainted the lettering white and redid the smokebox with black graphite. White sidewall trim on the driving-wheel tires was allowed to fade away with time. The locomotives appeared to be all black in later years, but this was apparently due to weathering of the original green, as there is no record of their ever having been repainted.

Equipped with relatively small 63-inch drivers, the A-2a was a squat, brutish-looking, drag-freight engine with few frills. They lacked even roller bearings, disc drivers, and other innovations common on late steam power. One modern appliance the A-2a's did have was smoke-consumers, needed to comply with tough western Pennsylvania smoke laws. Another modern-era feature they had was an "all-weather" vestibule cab.

All-weather cabs were designed to overcome extreme chill factors related to winter wind and drafts. The cabs could be closed to keep out cold winds, back-drafts, and to keep boiler warmth in. But in hot weather, trips were made barely tolerable by opening windows, roof hatches, doors, and front vents. For some reason P&LE later applied

S. E. HERRING

When No. 9403, the first A-2a to arrive on the Big Four, failed on train BF-9 just outside Bellefontaine's East Yard on August 21, 1955, Lima switcher 8401 was sent out to help her in.

WALT MOUNTJOY PHOTO, JACK POLARITZ COLLECTION

such cabs to Mikados that NYC foisted on its subsidiary late in the steam era.

Designed with larger fireboxes, the A-2a's had substantially better steaming qualities than the H-9 and H-10 Mikados they were replacing. This greater steaming capacity, additional weight, and low drivers enabled sufficient tractive effort for easily starting and keeping the road's 9000-ton trains running. The new locomotives' better steaming qualities also obviated the need for an expensive-to-maintain booster engine to assist in starting a train. Even though the Berkshires had been designed to accommodate a booster, application of such devices was never considered.

Thanks to their size and lack of turning facilities, the 2-8-4's operated primarily between Dickerson Run and McKees Rocks and McKees Rocks and Youngstown. Newell-McKees Rocks trips were rare, and the 2-8-4's were never seen on the Ferrona Branch to Sharon, Pa. While the Erie-owned Ferrona Branch was an important gateway interchange and served a significant steel-manufacturing center, it was a secondary main that would have required rebuilding to accommodate the A-2a's.

Berkshires: First fleet, last built, and P&LE's

	Boston & Albany	Nickel Plate Road	P&LE
Series	1400-1424	770-779	9400-9406
Class	A-1a	S-3	A-2a
Cylinders, dia. and stroke	28x30 in.	25x34 in.	26x32 in.
Driving-wheel diameter	63 in.	69 in.	63 in.
Boiler pressure	240 psi	245 psi	230 psi
Grate area	100 sq. ft.	90.3 sq. ft.	90.3 sq. ft.
Weight on drivers	248,200 lbs.	266,030 lbs.	280,000 lbs.
Weight of total engine	389,000 lbs.	444,290 lbs.	426,000 lbs.
Tractive force, engine	69,400 lbs.	64,100 lbs.	67,130 lbs.
Tractive force, booster	12,000 lbs.	no booster	no booster
Builder, date	Lima, 1926	Lima, 1949	Alco, 1948

Banished to the Big Four

With the arrival in 1953 of 35 1000 h.p. Alco switchers, 5 1600 h.p. Alco RS3 road-switchers, and 3 more 1500 h.p. EMD GP7's (for a total of 35), P&LE dieselized that December and put the 5½-year-old A-2a's in storage at McKees Rocks. (P&LE's diesel fleet totaled 136 units, including 20 1200 h.p. EMD switchers and 2 more Alco PA's in 1952.)

In a brief reprieve, the unwanted 2-8-4's were leased in summer 1955 to power-short New York Central, which used them on its Big Four lines between Bellefontaine, Ohio, Cincinnati, and Indianapolis. They performed unspectacularly, and thanks to minimal maintenance, broke down often. Not favorites with NYC crews, they ran for only a year before being stored at Cincinnati.

Approved for scrapping in August 1956, the A-2a's were history even before they returned from Big Four territory. Stored briefly at McKees Rocks upon their return, they were written out of accounts and sold for scrap by mid-November, and every one was off of the property by the end of February 1957. By the following month, the Berkshires all had been cut up at scrap yards around Pittsburgh.

In use for only a little over five years, the A-2a's didn't have an opportunity to leave much of a mark. They went out with a whimper rather than a blaze of glory, a rather inglorious end for the last new steam locomotives from Alco, and the last ones purchased new by P&LE. Despite their historic significance, they disappeared without a trace. In fact, their death warrant was signed by none other than John W. Barriger III, who despite heading this profitable railroad, didn't see fit to save one for historical purposes. ■

More on our website

There's more on the 2-8-4 Berkshire type at our website, www.classictrainsmag.com

First trip

On the Pennsylvania's Fort Wayne Division, a green fireman's first trip on the road was a day to remember — for all the wrong reasons

By John R. Crosby • Painting by Gil Reid

I HAD ALWAYS WANTED to go railroading. When I graduated from high school in June 1941, I informed my father of my decision and requested his help in obtaining a railroad job, preferably that of a fireman. Dad, a switchman for the Chicago & Western Indiana, immediately replied, "No son of mine is ever going to work on any (expletive deleted) railroad," and there was no way he was going to help me get a job.

Like any teenager, I took this outburst philosophically, reasoning that the "old man" was approaching senility and was not responsible for what he said. After all, he was in his 40's at the time.

So I promptly began making the rounds of all the railroads in Chicago, soliciting employment. For the first few months, my search did not meet with any success, though I did manage to obtain a job with a small printing company. At least this kept me in film and enabled me to take some of the railfan excursions offered by the Railroad Club of Chicago.

Finally in September, I grandly strolled into the Pennsylvania Railroad's Chicago Division offices and announced to the Road Foreman of Engines that I was available. He promptly replied that at the time he did not need any firemen, but to go down the hall to the office of the Master Mechanic, who was hiring help for work in the roundhouse. The Road Foreman assured me that if I went to work in the roundhouse I would learn many things of use to a prospective fireman, and that I would be No. 1 on his list of people to hire when the need arose. This seemed logical to me, so I went down the hall and was hired by the Master Mechanic.

I was told to report the next day to the roundhouse foreman at 59th Street. This I did. He assigned me my duties. First, I was to sweep out the enginehouse. When finished, I would wipe off the jackets and polish the bells and builder's plates of the three or so engines that were in for their monthly boiler wash. I kept this up for a couple of months, waiting for the Road Foreman's call.

Fireman Crosby and engineer Lager struggle with the fire on their M1 4-8-2, cut off from its train under the big wooden coal dock at Dola, Ohio.

By late fall, I found out that the Pennsy was indeed hiring for engine service in Chicago. Evidently the Road Foreman had forgotten his promise to me. I did not want to spend my railroad career wiping down engines.

ONE OF THE MEN I worked with lived in Valparaiso, Ind. Each day he commuted between "Valpo" and Chicago on the "Dummy." This was the nickname of the Pennsy's commuter trains out of Valpo to Chicago. One day he casually announced that he heard "they" were hiring firemen in Fort Wayne, and was I interested? Of course he knew I was. The next day he came into work with information on how to find the Road Foreman's office in the Summit City. So as soon as possible, I laid off from work and one morning was on an eastbound headed for Fort Wayne.

Upon arrival there, I found my way to the Road Foreman's office. Much to my relief, he was in. Evidently they needed bodies in a bad way, for in a matter of a few hours I had taken and passed my medical and written exams.

I quickly returned to Chicago and bid the roundhouse farewell. No more grubbing around dirty engines—I would now be riding the high iron on the Standard Railroad of the World.

Gathering up some clothing and money, I returned to Fort Wayne. The Road Foreman gave me a typewritten note authorizing me to ride on locomotives for the purpose of instruction. I was to make three road trips and one yard day. At the end of each trip I had to have the engineer sign my note, showing the date and where we had run. Of course in those days, this was all done without the benefit of pay.

My three road trips, while interesting for a railfan, were not exactly fun. First of all, you were in the way. Some crews would not even offer you a seat. Most of the Pennsy's road power had left-side seatboxes large enough for only one person. So even if you were offered the opportunity to sit down, all you received was a small corner of the seatbox in front of the regular fireman. After 12 or so hours of this, a person tended to get a little tired and stiff.

As for learning the fine art of firing, some crews tried to teach you, but mostly you were supposed to learn by observing what went on.

After getting in the requisite number of trips, I turned in my slip to the Road Foreman. He called the crew dispatcher's office and had me marked up. I found I was assigned to the extra yard firemen's board. As the name implies, all these jobs were on yard engines, mainly H10-class Consolidations. What little I had learned about firing stoker engines on the road was quickly forgotten while I learned how to hand-fire those 2-8-0's.

Things moved slowly on the extra yard board. In one 15-day pay period I worked the grand total of 3 days, all at the going rate of $8 per day. My diet consisted of mainly hamburgers and malteds.

After a month of this, I was furloughed. I again returned to Chicago and began to search for a job. I tried the New York Central, but they wanted me to go to Elkhart. Since I had already made one futile excursion into the Hoosier State, I declined.

Two weeks after being furloughed, I received a letter calling me back. The letter closed with a stern note that if I did not return to duty in two weeks, my seniority would be forfeited. I was tempted to let that happen, but finally I packed my clothing, borrowed some money from my folks, and returned to Fort Wayne.

My return was greeted by a promotion. No longer was I assigned to the Yard Extra Board; I was now on the Road Extra Board.

MY VERY FIRST TRIP was for an eastbound to Crestline, Ohio. Upon arrival at the crew room I found out my engineer was to be one Mike Lager. Since I had no idea who he was, I asked around. I soon found out that Mike was a very senior engineer. In fact, he had enough whiskers that he could have held a regular passenger run, but for some reason he chose to stay on freight. I also learned that he was famous for his temper.

I finally found Mike and identified myself as his fireman. My announcement was greeted with indifference and a question couched in a slight German accent. "How long you been on the road, kid?" My answer did nothing to improve his disposition. He made an aside to a crony about how he was going to have to run *and* fire the damn thing all the way to Crestline. With this, he bounded out the door, with me trailing behind. I had no idea of what engine we had, or even where it would be located.

Mike eventually stopped alongside the 6848, a class M1 4-8-2. I followed him up the gangway trying to remember all that had to get done prior to departing from roundhouse territory. Mike oiled around while I checked the fire, getting it in as good as shape as I could remember from my instruction trips a seeming eternity ago.

We eventually went down to the yard and tied onto an eastbound. So far every thing had gone well, but my existence was still being ignored. I took this as a mixed blessing; at least Mike was not finding fault with my efforts.

While Mike made the air test, I tried to recall the proper method of setting the stoker jets. Pennsy did not put anything on a locomotive that it was not required to have. Jet pressure gauges were one such item. The rule of thumb was that a walnut-sized piece of coal should blow out about 2 to 3 feet off the distribution plate. This I tried to do, and much to my surprise it seemed to be working.

We left the yard. While I can't say the steam-pressure needle was nailed to the pop-off point, it was close enough that we moved along nicely. I was content about this, but still had no idea where we were.

Before long, we slowed down to pick up a message at what I later learned was Estry Tower. Mike and the head brakeman read and discussed the message but kept the information to themselves. Evidently it was top secret.

We continued east for another 25 minutes or so before Mike again slowed down and eventually stopped. I found we were on the west edge of

Delphos, Ohio; we had stopped out of town to avoid blocking some road crossings. The brakemen went down to a wayside phone. After a short conversation, he came back into the cab. I heard him tell Mike that after the 6813 passed it would be our turn. Again my presence was ignored.

While we were stopped, I turned off the stoker and checked my fire. To my untrained eyes it looked good. I wriggled the grates to get rid of some ash and then shoveled in some coal to fill in the light sports. The 6848 sat contentedly, simmering quietly, with the only noise being that of the air compressor occasionally thumping.

A FEW MINUTES LATER, a headlight came round the curve. As predicted, it was the 6813 West. As soon as the cabin car passed, Mike whistled off and we drifted down to the tower. As we rounded the curve, the home signal came into view. I had no clue what the signal aspect meant. The top head had three yellow lights in a horizontal position. The bottom head had three lights leaning at a 45-degree angle from left to right. The brakeman, standing in the gangway behind me, called out "Restricting!" Mike grumbled something in reply.

We kept moving slowly and crossed over to the westbound main. The tower displayed a yellow flag, indicating that there were train orders for us to pick up. The operator was on the ground with a train-order hoop, waving a green flag. This designated that we had a clear manual block. The brakeman picked up the order and gave it to Mike. After reading it, he stuffed it into his pocket without comment.

The brakeman disappeared over the coal pile into his doghouse on the tender. I turned on the stoker engine as we drifted eastward. Mike continued to work a light throttle, and the steam pressure remained steady. At the west end of the westbound siding I noted a dwarf signal. Its two white lights were leaning from left to right. I knew this was a restricting signal.

Mike pulled out on the throttle. As he did, I noted that he steam pressure needle began to drop. In response to this, I opened the stoker valve a little more. Still the steam pressure continued to go down. I was quite puzzled by this, as up until now the 6848 had performed well for me. By now I had the stoker running at full speed.

Mike noted the problem with the steam pressure and yelled, "What the hell is going on?" He then got up off his seat and opened the firebox doors . . . and a pile of unburned coal fell out onto the deck. It was then that I realized that while I had turned on the stoker, I had forgotten to turn on the jets to spray the coal throughout the firebox. The coal I had fed in had just dribbled off the distribution plate and plugged the back end of the firebox.

Mike ripped open the stoker-jet valves, opening them to full force. In so doing, he promptly plugged the front end of the firebox. We now had a small valley of fire in the center, with two mountain ranges of unburned coal, one in the front, one in the rear. This condition was not conducive to the creation of steam.

Mike would open the throttle for a brief period, then close it as I tried to get some pressure in the boiler. We kept plugging along, trading steam for water, eventually making it to Lima and crossing back over to No. 1 track, the eastbound main, much to the relief of the dispatcher.

> I accidentally grazed Mike with the shaker bar, depositing a bit of grease on his ear. But from the noise he made, I thought he was severely wounded.

We finally made it to Dola siding. At times I could have walked alongside the engine and kept pace. Once clear of the main, the brakeman cut our engine off from the train and we went down to get coal and water, and I began cleaning the fire. I shook the grates and eventually disposed of most of the unburned coal, clinkers, and just plain ash. In so doing, I filled the ashpan hopper. Mike went down to the ground and opened the doors on the ashpan, disposing of what I had put into it. He shouted for the shaker bar and that I should come down to help him. From the tone of his voice I knew his temper was not improving.

When I was down on the ground, Mike told me to take the shaker bar and punch out the ash, clinkers, and coal from the wings of the ashpan. Normally this was blown out with air pressure, but we had dumped too much for the air to move. In so doing, I had to lift a heavy steel bar over my head, working in the blind. Mike told me where he wanted the bar moved. In making one move, I accidentally grazed his ear with the shaker bar. In reality, all that happened was that he had a bit of grease deposited on his right ear. But from the noise he made, I thought he was severely wounded.

Mike let fly a torrent of expletives. His main complaint was that it was not bad enough that I had killed the damn engine, now I was trying to kill him. He did not have to stand for this, etc., etc., etc.

The way things were going, I assumed that on our arrival at Crestline I would be finished as a fireman. My main concern was how I was going to get back to Fort Wayne. I did not have an employee pass, and my cash flow was not sufficient to buy a ticket.

When we finally finished cleaning the fire, we recoupled to the train and began to move east toward Dunkirk tower. This time I made certain I'd turned on the stoker jets. I'm happy to relate that for the balance of the trip things went well. My main concern was still how I was going to get back home. Mike continued to sulk, mumbling occasionally to himself.

Upon arriving at Crestline, we got off the engine. Mike still had not spoken to me since the Dola incident. I washed up and went to bed. Eight hours later, I was called for a westbound, again with Mike. He continued his silent routine, but my spirits began to lift. Evidently I was still on the payroll and was headed home. Even better was the fact that our westbound power was a K4 Pacific, just out of major overhaul. It was being broken in on freight, and it steamed very well.

The trip to Fort Wayne went great, but Mike continued to stay silent. Arriving there, I beat a hasty retreat. The next day, the phone rang, and I was again called to work. I had survived. The phone continued to ring for 45 years before I retired. ■

M&StL's North Star Limited:

"The Newest and the Best"

An unremarked Twin Cities-to-St. Louis service was a victim of the Great Depression

By Don L. Hofsommer • Photos from author's collection

FEB. 15, 1906, TIMETABLE; ARTHUR D. DUBIN COLLECTION

DURING THE RAILROADS' HEYDAY, nearly every carrier named its premier passenger train. The mighty New York Central had its *Empire State Express*, rival Pennsylvania its *Broadway Limited*, sprawling Southern Pacific its *Lark*, and Milwaukee Road its *Olympian*. Among the giants would come fleets, of *Chiefs*, *Zephyrs*, *Cities*, *Rockets*, *400's*, and *Eagles*. Tiny Monon boasted about its *Hoosier*; compact Central of Georgia promoted its *Nancy Hanks II*; obscure Quanah, Acme & Pacific touted the *Plainsman*. In the Midlands, the flagship train for 1600-mile Minneapolis & St. Louis was the *North Star Limited*.

M&StL (say it "M and Saint L") at one time or another had other name trains—the *Cannon Ball* and the *Aberdeen Limited*, for instance—but if ever anybody identified the M&StL among classy operators in the passenger business it was because of the *North Star Limited*.

The train was born of the result of significant strategic rail alterations in the upper Midwest in the late 19th century. Although M&StL never reached St. Louis, it did get as far as Albert Lea, Minn., 107 miles south of Minneapolis, in 1877. In the process, M&StL effected a meeting with the Burlington, Cedar Rapids & Northern, which connected to the Chicago, Rock Island & Pacific at West Liberty, Iowa, and to the Chicago, Burlington & Quincy at Burlington, Iowa. They would provide through running arrangements with M&StL linking Minneapolis and Chicago and Minneapolis and St. Louis.

BCR&N had a financial interest in M&StL, and Rock Island and Burlington each had a stake in the BCR&N. Eventually Rock Island gained control of both M&StL and BCR&N, but lost M&StL to the Edwin Hawley crowd during the 1890's. For its part, CB&Q gained an independent chute to the Twin Cities through subsidiary Chicago, Burlington & Northern, which built up the Mississippi River.

Historic agreements among M&StL, BCR&N, CRI&P, and CB&Q gradually unraveled, a process greatly accelerated at the turn of the century when several things occurred. BCR&N determined to build its own line from Albert Lea to St.

Paul; Rock Island purchased BCR&N outright; Illinois Central became a player by extending an existing branch to Albert Lea from the southeast; and Edwin Hawley gained control of Iowa Central.

Illinois Central was the new kid on M&StL's block at Albert Lea, arriving in November 1900 and initiating passenger service to Chicago via Waterloo, Iowa, on December 3. But M&StL and IC also met at Fort Dodge, Iowa, about 100 miles southwest of Albert Lea, and IC's most immediate interest in working with M&StL was to put traffic on the Chicago road's recently completed appendage from Tara (near Fort Dodge), to Omaha.

New IC-M&StL working agreements went into effect almost immediately with service through Albert Lea and Fort Dodge over what IC labeled the "Omaha and Minneapolis and St. Paul Short Line." M&StL gleefully concurred. Together they ordered a day train equipped with Pullman buffet-parlor cars and coaches, and a night schedule with Pullman vestibule sleeping cars and coaches, plus a Pullman tourist sleeper to and from Los Angeles via Omaha, Colorado Springs, and Ogden. M&StL handled the trains 223 miles, to and from Fort Dodge, IC the remaining 141 miles to Omaha. IC also supplied the station facilities at Fort Dodge, used jointly by the two roads beginning November 10, 1901.

More richly recalled is M&StL-IC service to and from Chicago. But M&StL's historic arrangement with BCR&N and Rock Island could not be breached until Rock Island saw itself safely into St. Paul and Minneapolis. Meanwhile, early in 1901, IC increased its Chicago-Albert Lea offerings to twice daily, while Iowa Central coordinated schedules with M&StL at Albert Lea on June 8, 1901, to promote through service to and from Peoria, Ill., over its own line, and to St. Louis over the Wabash from Albia, Iowa. M&StL at the same time dickered successfully to gain access to St. Paul Union Depot effective August 1, 1902, abandoning the nearby and homely facility that had been provided by friendly Northern Pacific.

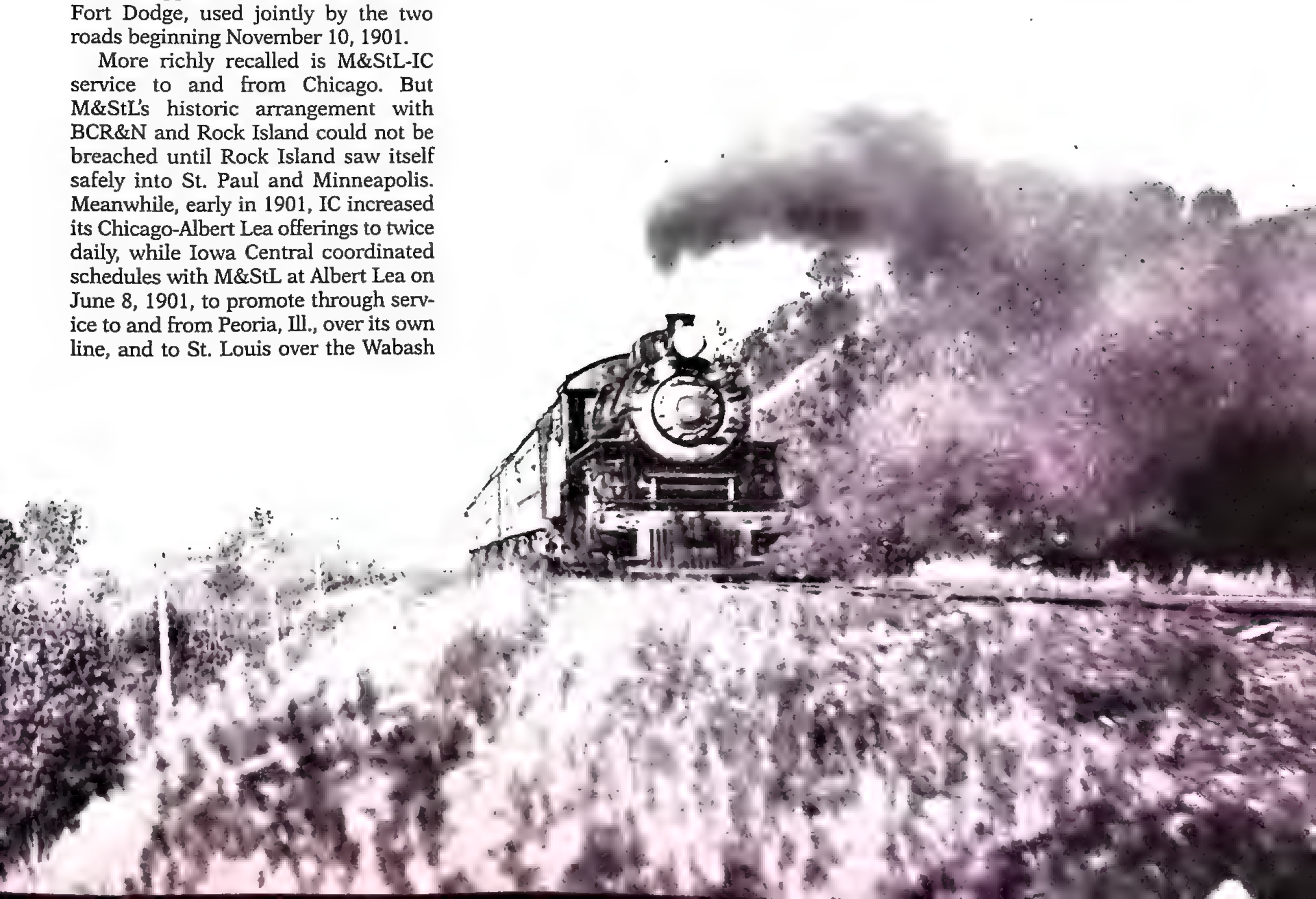
Meanwhile, M&StL's Anson B. Cutts, in charge of passenger operations, told a friend at the *Minneapolis Journal* that his railroad would pay $25 to the person who supplied the best name for the company's new premier train to Chicago and St. Louis. The resulting news story brought in about 1000 recommendations, out of which General Manager L. F. Day and Cutts selected "North Star Limited."

M&StL said its new train would "challenge comparison"—it would be "palatial." IC promised that service would be "first class in every particular." M&StL announced that the train would be made up of new cars—"all broad vestibuled and built to Pullman's latest and best models"—including two sleepers (one standard and one compartment) plus a chair car and a buffet-library for Chicago, and a sleeper and a coach for St. Louis (plus a diner on the IC to and from Chicago). A reporter from the *Minneapolis Tribune* got a sneak preview and gushed that the cars were "elegantly furnished throughout, the mahogany furnishings being particularly rich. In the buffet-library car is everything that a passenger might enjoy, books, magazines, stationery, and every article arranged to give the greatest convenience possible."

NOVEMBER 2, 1902, was the appointed day for debut, 7:35 p.m. the appointed hour for departure. Out of the shabby Minneapolis station at Washington and Fourth Avenue North strutted M&StL's shiny entry; out of the Milwaukee Road's depot a few blocks away steamed Rock Island's new contender. M&StL asserted that the *North Star Limited* was the "Newest and the Best," but Rock Island disagreed, claiming its time to Chicago was "faster, its line shorter, track better, and trains handsomer than any other line to the south." Newspaper accounts suggest early support for the *North Star*, "crowded to its fullest capacity" on the first run, "loaded when it left the station" a week later.

A. B. Cutts was ecstatic, but not all

In perhaps its most scenic setting in daylight, train No. 5 charges up Chaska Hill out of the Minnesota River bottoms between Chaska and Eden Prairie, due into Minneapolis at 8:20 a.m.



With its customary 4-6-2 leading five cars, train No. 6 races into the summer sun on M&StL's double track near St. Louis Park, Minn. M&StL implied speed on its brochure's emblem (left).

ST. PAUL
MINNEAPOLIS
Chanka
Waterville
Wasca
ALBERT LEA
Mason City
Sheffield
Hampton
Marshalltown
Pickering
Grinnell
Oskaloosa
ALBIA
Moulton
Glenwood
Kirksville
Macon
MOBERLY
Mexico
Gilmore
ST. LOUIS
The "NORTH STAR LIMITED"
A NEW TRAIN
BETWEEN
St. Paul-Minneapolis
AND
St. Louis
ELECTRIC LIGHTED SLEEPERS AND CHAIR CARS
DINING CAR SERVICE
The Minneapolis and St. Louis Railroad, in connection with the Iowa Central and Wabash Railroads has placed in service between St. Paul-Minneapolis and St. Louis, a newly equipped train, consisting of ELECTRIC LIGHTED Drawing Room Sleepers, ELECTRIC LIGHTED Chair Cars and ELECTRIC LIGHTED Dining Cars.
The train is known as the "NORTH STAR LIMITED" and leaves St. Paul daily 7:15 p. m., Minneapolis 8:00 p. m., arriving St. Louis 2:15 p. m. Northbound, it leaves St. Louis 2:25 p. m., arriving Minneapolis 8:10 a. m., St. Paul 8:50 a. m.
For reservations apply to any of the following agents
J. G. RICKEL, City Ticket Agent, 424 Nicollet Avenue, MINNEAPOLIS, MINN.
W. E. WITHERSPOON, City Ticket Agent, 23 Robert Street, ST. PAUL, MINN.
T. F. HARRINGTON, Passenger and Ticket Agent, Eighth and Olive Streets, ST. LOUIS, MO.

DON L. HOFSOMMER COLLECTION

shared his exuberance. Chicago & North Western reminded that its "20th Century Trains" between Chicago and Minneapolis were "electric lighted inside and out"; CB&Q said flatly that it had the "Best Line to Chicago and St. Louis"; and Milwaukee Road, "the Fast Mail Line," even claimed that M&StL had pirated the *North Star* name.

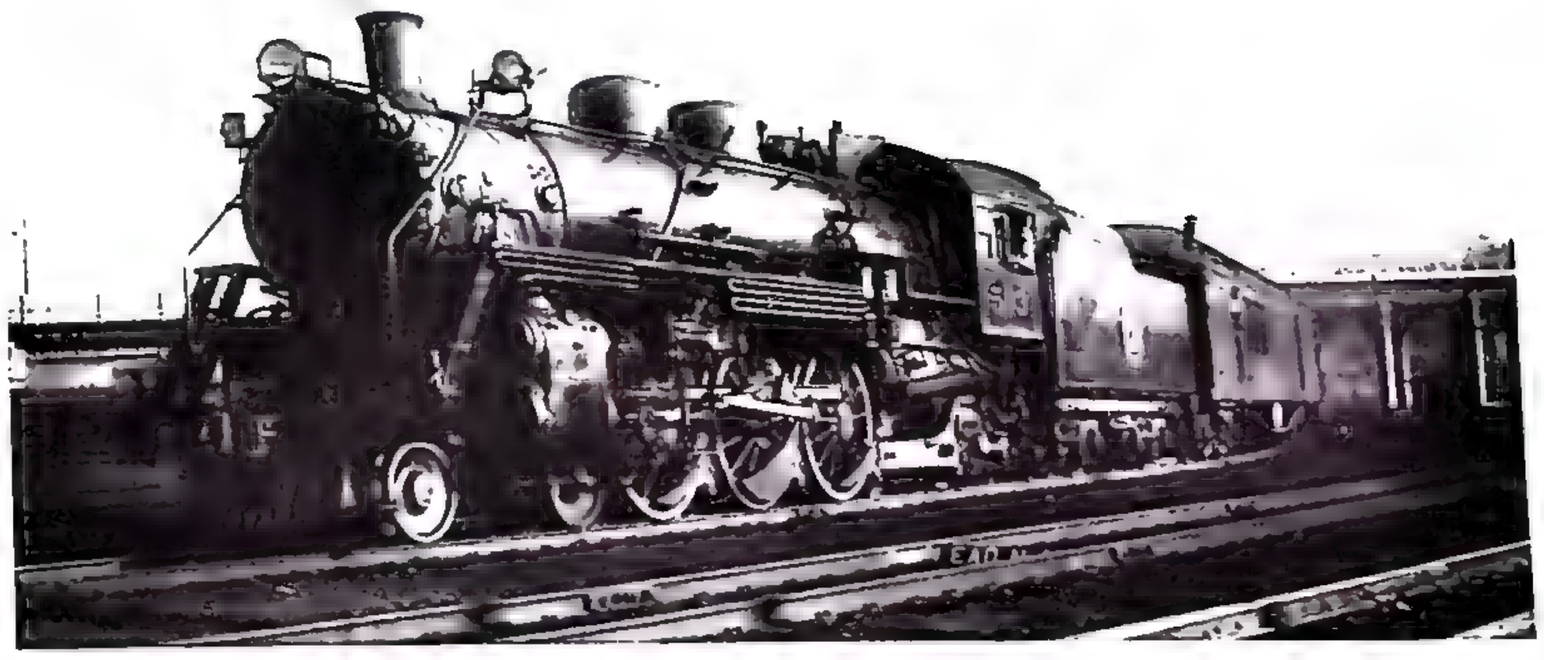
Cutts would have none of it. Responding to the Milwaukee Road, he said, "It is certainly very surprising to find that you have a train by this name, and carefully scrutiny of the *Official Guide* fails to reveal anything of the kind; if you are making use of the title, it is done so quietly and secretly that nobody seems to have discovered it." Concluded Cutts: "Our name is appropriate. This name has been finally decided upon and will continue to be used by American railroads large and small."

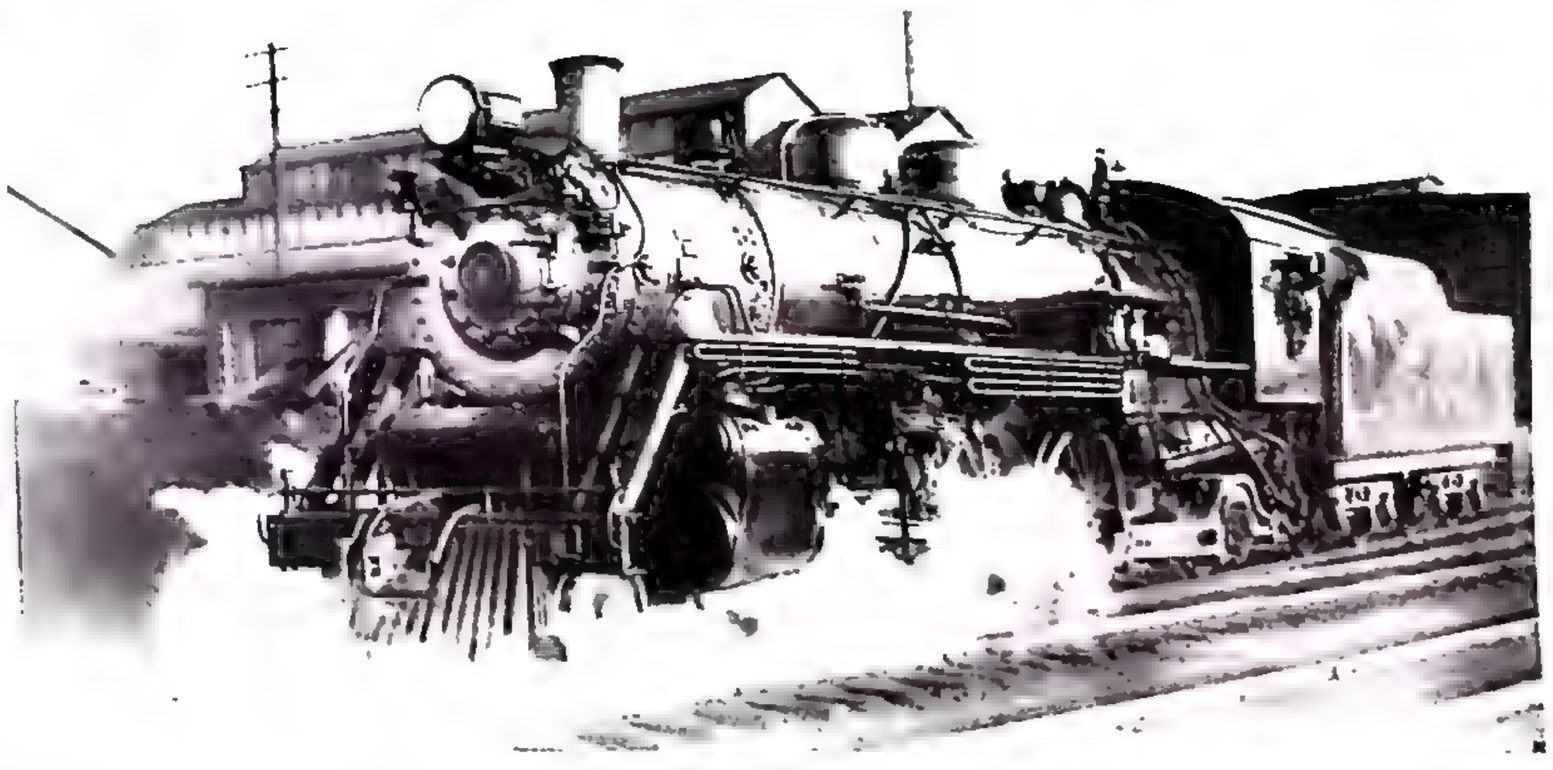
M&StL saw the St. Louis Fair of 1904 as a right and proper justification to drum up business among discretionary travelers. Campaigns to boost the world's fair and rail service to it were extraordinary. *North Star* patrons could get "a full view of the grounds and buildings" from the cars, said Cutts.

He was right. Of all the St. Louis railroads, Wabash was most actively associated with the fair; its line was adjacent to the grounds and it built a special, temporary station just outside the gates. When the extravaganza finally opened, Wabash ran shuttle trains to and from Union Station downtown and, in the end, handled more fair passengers than any other road. Cutts was in his element. M&StL offered round-trip excursion fares of only $12.98 from St. Paul, Minneapolis, and nearby stations. The cars bulged with people anxious to see South Dakota's Corn Palace, Minnesota's Butter Exhibit, a plethora of agricultural wonders in the Iowa Building, and other marvelous sights.

M&StL's marquee passenger operation was clearly the *North Star Limited* which, the company continued to maintain, was the "Newest and Best Limited Train between the Twin Cities and Chicago and St. Louis." M&StL regularly charged $8.75 in chair cars from Minneapolis to Chicago, $11.50 to St. Louis, another $3 for a double berth or $11 for a stateroom in the Pullman. M&StL's buffet cars were open to sleeping-car

On the last part of its initial leg from St. Paul to Minneapolis at suppertime, train 6 comes off Northern Pacific's Mississippi bridge (above). In the morning, Pacific 503 (right) rounds the curve into St. Paul Union Depot with No 5. In the 1920's, sister Pacific 502 (lower right) was being readied for train 6 at the NP's facility in St. Paul.

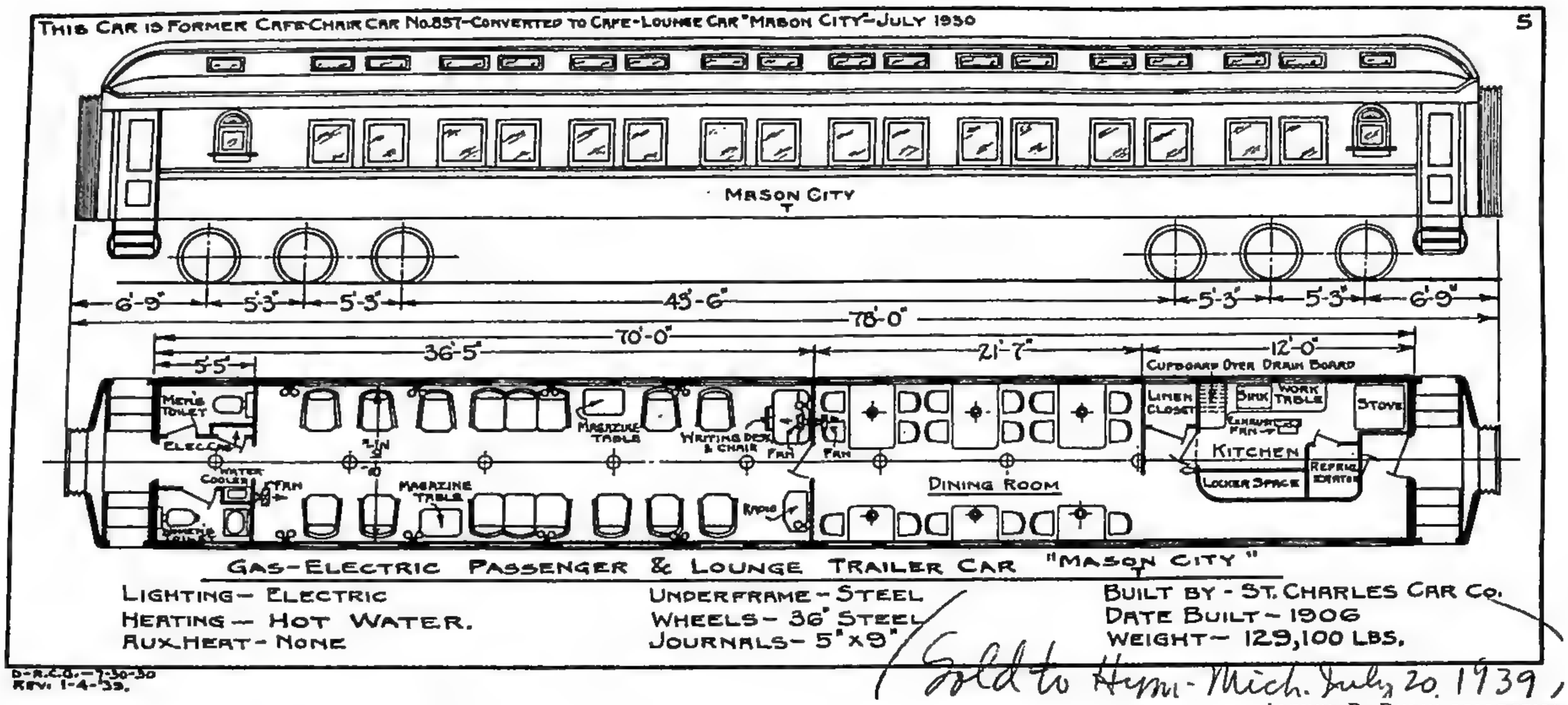




passengers without charge; coach passengers ordering meals weren't charged for seating, but those who simply ordered drinks or a cigar and wanted to linger anted up a 35-cent seat charge.

For a while, curiously, the *North Star* label was applied to two separate trains in each direction daily between St. Paul and Albert Lea, one interchanged at Albert Lea with IC and the other at Albia with the Wabash. Competition in both the Twin Cities-Chicago and Twin Cities-St. Louis corridors was intense, and IC gradually lost interest in passenger business via Albert Lea. By 1914, as a consequence, the *North Star* designation was only for M&StL-Wabash service (M&StL had absorbed Iowa Central in 1912), although cars from IC and Chicago moved between St. Paul and Albert Lea on other M&StL trains.

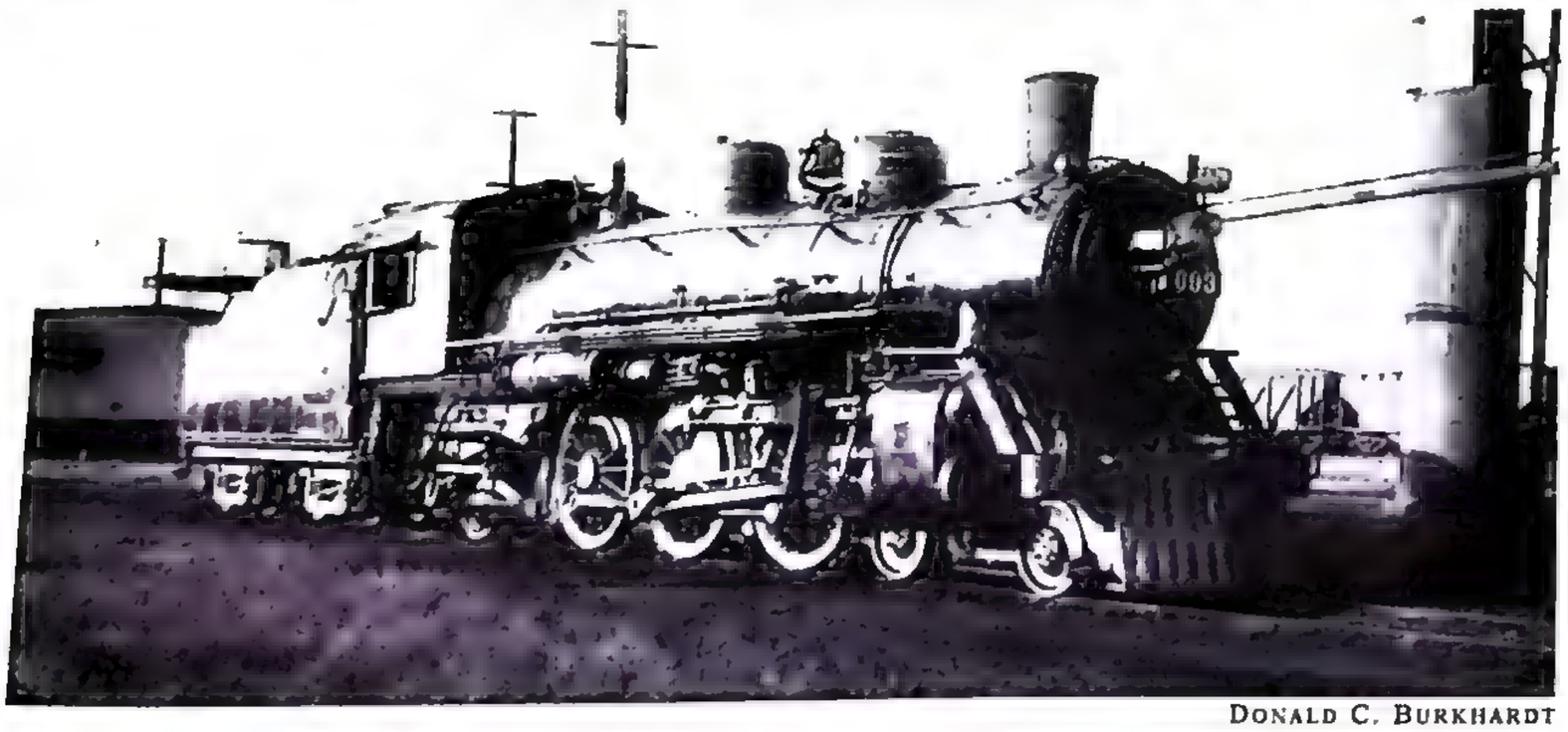
UNFORTUNATELY FOR M&StL and for the industry as a whole, the field of competition was quickly expanded by new modes, namely the automobile and the jitney. When A. B.



ARTHUR D. DUBIN COLLECTION

In 1930, cafe-chair car 857 was made into cafe-lounge *Mason City* (above), but within just a few years it would again be reconfigured, into a trailer car for the gas-electric version of the *North Star*. As the penciled note indicates, it was sold for scrap in 1939. On September 27, 1935 (left), the motor-car version of train 5 paused at Marshalltown, Iowa. On the Wabash's portion of the *North Star*'s run, Pacifics—exemplified (lower left) by J-2 693 at Moberly, Mo., October 13, 1947—were typically assigned.

DENVER PUBLIC LIBRARY, WESTERN HISTORY DEPT.; HOFSOMMER COLLECTION



DONALD C. BURKHARDT

Cutts took a delegation of newspapermen to Chicago in 1902 to show off the resplendent *North Star Limited*, the group was met by Illinois Central representatives who loaded the visitors into autos for a tour of Chicago. Neither Cutts nor the newspapermen uttered a peep of surprise as to the use of automobiles instead of horse-drawn carriages, as the auto was already a routine fixture in their minds.

The *North Star* was always an overnight operation, taking 18 to 21 hours (depending on the year) for the 597-mile St. Paul-St. Louis run. Departure time from St. Paul in 1912 was 7:15 p.m., with arrival in St. Louis at 2:15 the next afternoon. In 1931, the train left St. Paul at 2 p.m., arriving in St. Louis at 8:25 the next morning.

The service was not as prominent on the Wabash, of course, which ran varnish throughout its 2400-mile system connecting St. Louis with Detroit, Toledo, Chicago, Des Moines, Omaha, and Kansas City. For the Twin Cities train, Wabash routinely held to a 2 p.m. northbound schedule, and the train did not become strictly the *North Star*'s consist until it left Wabash's western hub of Moberly, Mo., 148 miles out.

In 1925, for example, Wabash train 19 left St. Louis with a drawing-room sleeper, cafe car, and chair car for the Twin Cities (and added a local Moberly-Albia coach), plus sleepers for Denver and Los Angeles, via Kansas City and western connections, as well as St. Louis-K.C. chair cars, dining car, and observation parlor car. The Kansas City leg was train No. 9.

Southbound, the *North Star*'s Wabash number was 20 and the consist was not combined south of Moberly. It left Albia at 5:30 a.m. and Moberly at 9:45, arriving St. Louis at 2:20 p.m. Passengers from the north could connect at Moberly with a train for Kansas City.

The overnight arrangement was popular with business and vacation travel-

ers as well as its Railway Mail Service. Most Iowans rarely saw the train, given its nocturnal prowlings, but in Minnesota local patrons in substantial numbers boarded at Waseca, New Prague, and a few other stations for a day of appointments, shopping, or pleasure in Minneapolis or St. Paul, returning on the southbound counterpart.

With light rail, modest ballast, no signaling, and a roller-coaster profile, M&StL offered few opportunities for enginemen to really "open her up." But some engineers were more enterprising than others, especially between Waseca and Albert Lea (32 miles) and on track shared with Rock Island between Albert Lea and Manly, Iowa (28 miles). Races between M&StL and C&NW trains were not unknown along parallel rights of way just east of Marshalltown.

M&StL's passenger record after World War I and during the 1920's tended to mirror the national experience. Boardings for all trains in 1923 (1,139,239) were about what they had been in 1907, but in 1929 (458,246) they replicated 1895. The average distance traveled moved up from 38.1 miles in 1920 to 58.4 in 1929, so passenger-miles did not decline as rapidly, but total passenger revenue dropped by two-thirds and comprised only 10.4 percent of operating revenue in 1929.

Dreaming of a diesel *North Star*

IN OCTOBER 1970, while out "depot hunting" to add to the photo file, I found myself in Albia, Iowa, an unremarked town on Burlington Northern's Chicago-Denver route. Over in a residential area at the east end of town, though, was the building I was *really* looking for, and I was tickled to find it still standing, albeit boarded up.

A modest brick structure, it stood between two weedgrown tracks that saw little use. On the building's north exterior wall were two metal emblem signs: the red, white, and black ball-and-bar of Chicago & North Western and the black-and-white circle with bar holding the initials "N&W," for Norfolk & Western. Those corporate names were one generation removed from what I was picturing in my mind, however.

Albia, you see, was the interchange point for two of my favorite railroads. I was intimately acquainted with one, the Wabash, and I mostly saw the other, the Minneapolis & St. Louis, right after its 1960 corporate disappearance. More to the point, Albia was where they interchanged a train of almost mythical stature in my imagination: the *North Star Limited*. As I stood in Albia, I imagined it changing 4-6-2's, the bustle of express wagons, the conversation between conductors, perhaps even the boarding of a few passengers . . . all on a night long before I was born.

Were I a model railroader, my pike would somehow have this train on it—in some post-World War II version employing E or F units painted blue and gray and/or green and/or red and white (talk about a mismatch of schemes!), pulling a mix of heavyweight and lightweight streamlined cars including head-end cars, coaches, a sleeper and a diner, and maybe even a dome. (That's what modeling often is for, isn't it—dreaming?)

It would be a modern streamliner competing with the parallel *Zephyr Rocket* to the east, maybe on a 12-hour-opposite schedule. For M&StL, it would connect, at last in the postwar era, the road's namesake cities. Of course, I didn't make up that train name—I'd seen it in books and old *Official Guides*. Now, thanks to the work here of historian and M&StL guru Don Hofsommer, we know a lot more about it.—*J. David Ingles*

THE BLOOM was clearly off M&StL's passenger operation; even the irrepressible Anson B. Cutts was gone. Nevertheless, the road enthusiastically advertised its *North Star Limited*'s "through sleeping cars, diner, chair cars" to St. Louis with connections for New Orleans, Hot Springs, and "points in Florida and Texas." The *North Star* continued to do very well through 1926, said M&StL, but in 1927 fewer tourists used the train to head for Minnesota resorts, and fewer commercial men rode the coaches through their territory. The passenger business had peaked back in 1915, then the bottom dropped out. Distasteful traffic figures were matched by sour financial numbers, and the company had been in receivership since 1923.

In 1933, M&StL's passenger operating ratio hit an intolerable 205.8 (over $2 spent for every $1 taken in). The first decision was to exit the St. Paul market, saving road crew wages and switching performed by St. Paul Union Depot, and allowing cancellation of the lease for three tracks and the retirement of all M&StL facilities at Northern Pacific's St. Paul coach yard. Service to St. Paul ended on June 10, 1933.

Nevertheless, there was still great pride for the *North Star Limited*, and senior managers were reluctant to diminish its status. In 1929-30, cafe-chair cars 856 and 857 were converted into cafe-lounges *Marshalltown* and *Mason City*, and M&StL advertised "unsurpassed meals Table d'Hôte and à la carte service." The menu was genuinely impressive: $1.50 would fetch a broiled steak, grilled lamb chops, or loin pork chops, among other entrees, and included all the trimmings, even dessert. With head-end cars, chair cars, the cafe-car, and a sleeper (either *Circumnavigators Club* or *Propeller Club*), the *North Star* remained a popular item through 1931.

In 1932, M&StL had to admit that the Great Depression was becoming especially hard on through business, stating, "During the greater part of the year there were but a few traveling salesmen of eastern firms in the territory, and summer tourist travel from the South to summer resorts in Minnesota was very light." The next year proved no better.

By early 1934, the *North Star* was M&StL's only steam-powered passenger train, the remainder of the schedules handled by gas-electric motor cars (also called "doodlebugs" or "puddle-jumpers"). M&StL's five 500-series 4-6-2's, built by Brooks in 1921, were assigned between Minneapolis and the old Iowa Central hub of Oskaloosa, Iowa, while smaller power made the Albia turn as the Pacific was made ready for its northbound trip.

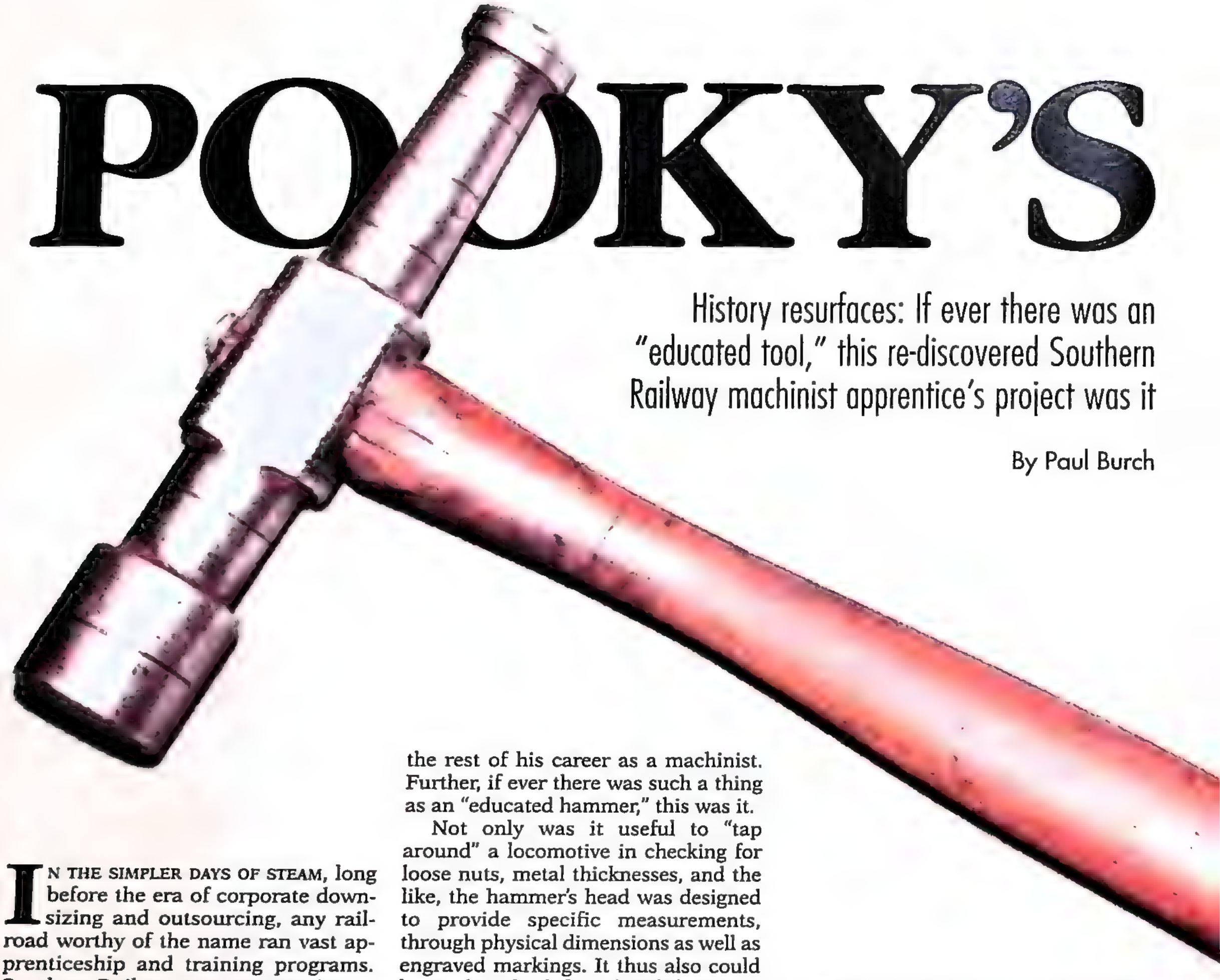
That would soon change, however, with assignment of gas-electric cars to even this "premier" run, the replacement of Pullman 8-section/buffet-lounge cars with 12-section sleepers, and the reshopping of the *Marshalltown* and *Mason City* to convert them into trailer cars for the gas-electrics. Their kitchens were made into smoking rooms; coach seats were installed in the dining section; and wicker chairs were installed in the parlor area.

Clearly the end was in sight. On May 30, 1935, without notice or comment, M&StL terminated the sleeper and lounge service, and dropped the *North Star* designation except briefly on the Minneapolis-Albert Lea leg. (Curiously, the name lived on for several years in employee timetables.) So ended, without a whimper, a romantic and elemental institution long a part of the Minneapolis & St. Louis landscape. ■

POOKY'S

History resurfaces: If ever there was an "educated tool," this re-discovered Southern Railway machinist apprentice's project was it

By Paul Burch



IN THE SIMPLER DAYS OF STEAM, long before the era of corporate downsizing and outsourcing, any railroad worthy of the name ran vast apprenticeship and training programs. Southern Railway was no exception.

When a man (and in that era, it was *only* men) apprenticed to the Southern to become a machinist, one of the projects he had to complete as part of his training was to make a Locomotive Inspector's Hammer. I have been unable to track down when this became part of Southern's machinist training, but a drawing of this particular design of hammer is dated July 27, 1936, and there is no doubt the practice began long before that. Projects like this were common in many trades dating back to before the Civil War and probably to the dawn of the Industrial Age.

The inspector's hammer was a relatively simple "first project" machining job, but it had multiple objectives. Not only was it a project for teaching the apprentice the skills of his trade, it was also a tool the apprentice could use for the rest of his career as a machinist. Further, if ever there was such a thing as an "educated hammer," this was it.

Not only was it useful to "tap around" a locomotive in checking for loose nuts, metal thicknesses, and the like, the hammer's head was designed to provide specific measurements, through physical dimensions as well as engraved markings. It thus also could be used to check for other defects on a steam locomotive, including lateral clearance of driving wheels and engine and trailing trucks, drive-wheel flange height, grab-iron and end-handhold clearance, flat and shell spots on wheels, and coupler contour.

And that was just the hammer head! The handle, specified to be No. 1 grade Hickory, was also calibrated in 3-inch divisions for use as a measuring stick.

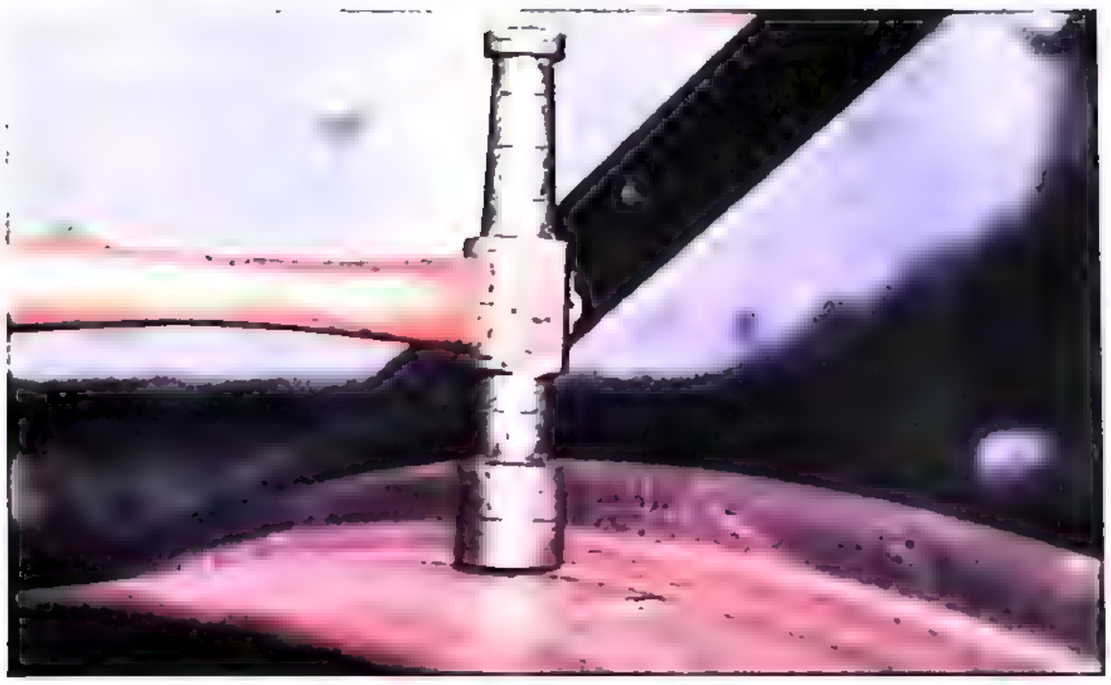
The hammer in these photographs came to light in an interesting way. In the late 1990's, Doug Karhan, who had been Master Mechanic in Southern's steam program (discontinued by successor Norfolk Southern in 1994), was working as a General Foreman in NS's Chattanooga (Tenn.) diesel shop. One day, while overseeing the conversion of an unused outbuilding into an office, Karhan's crew was tearing large workbenches away from a wall when the hammer fell out onto the floor. Doug said he knew right away what it was because he had acquired a drawing for it during the steam program.

One of the men in the crew reached down, picked up the hammer, and said, "Why, that's Pooky Witt's hammer!" Doug replied, "Pooky Witt? Who's Pooky Witt?" The man in the crew, also a machinist, said that when he had first hired out with the Southern, "Pooky," whose real name was Hedrick Witt, was already an "old-head" machinist in the shop.

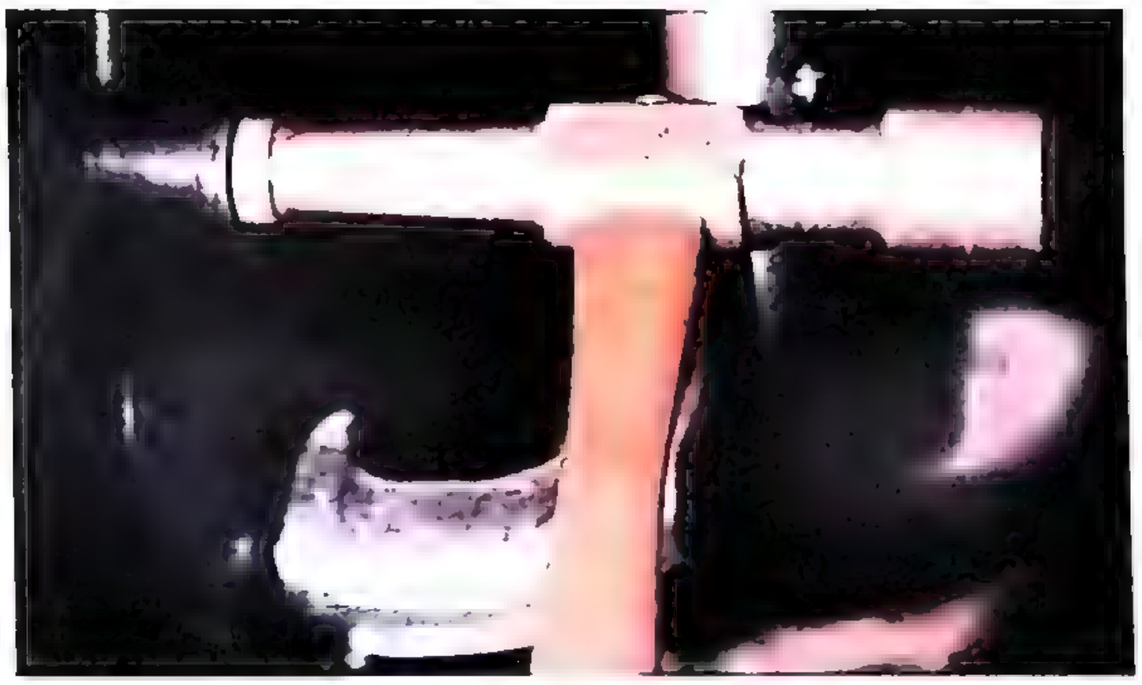
Karhan, knowing he really wanted that hammer to go with the print he already had acquired, thought fast, whipped out his wallet, and said, "Here, I'll give you ten dollars for it." The old machinist took the 10-spot and gave Doug the hammer.

The original print for the hammer in Karhan's possession is interesting in it-

HAMMER



Measuring maximum height of a driving-wheel flange

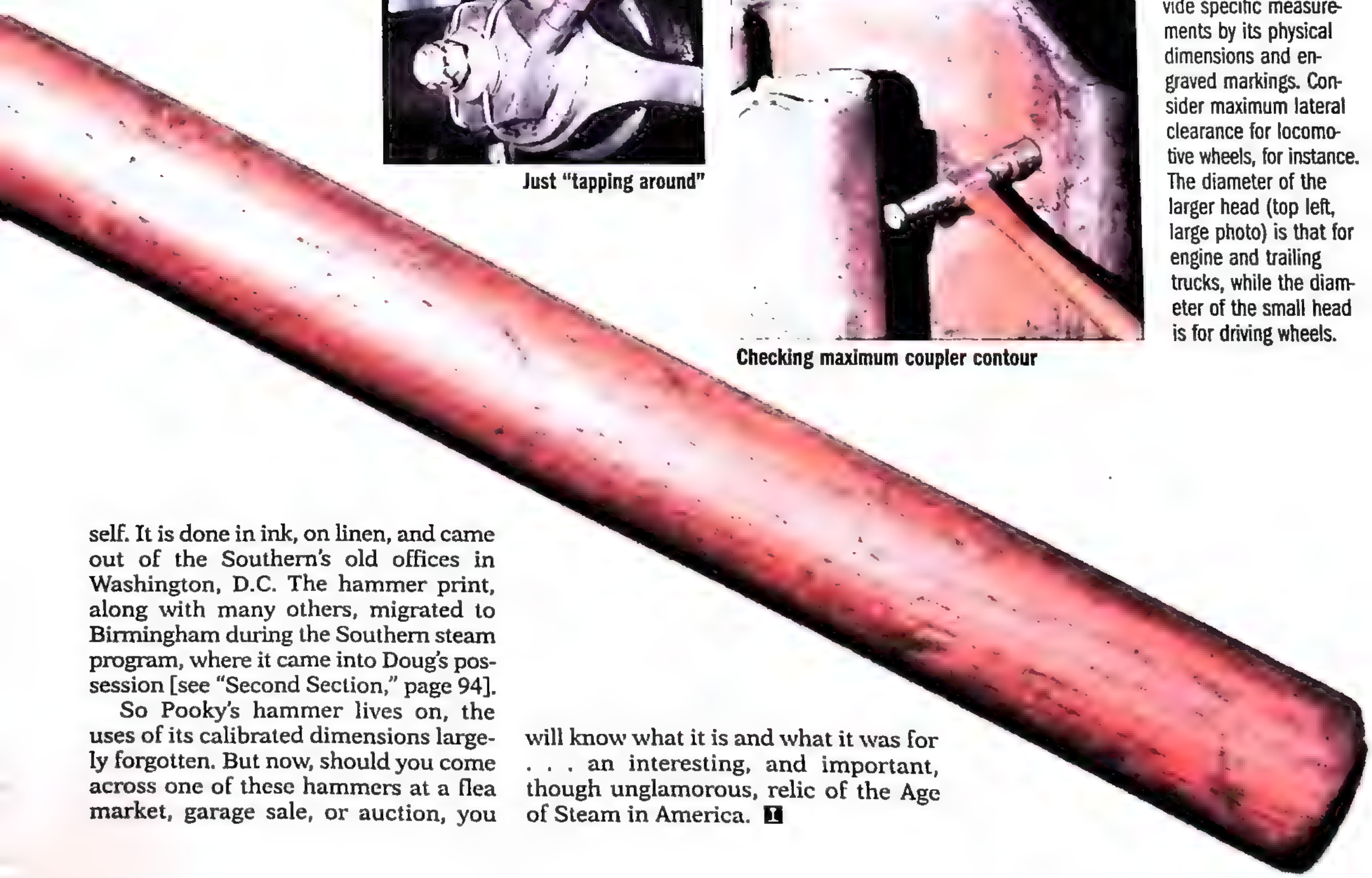


Assuring proper grab-iron clearance

Just "tapping around"

Checking maximum coupler contour

Not only was the machinist's hammer useful in "tapping around," the hammer head itself was designed to provide specific measurements by its physical dimensions and engraved markings. Consider maximum lateral clearance for locomotive wheels, for instance. The diameter of the larger head (top left, large photo) is that for engine and trailing trucks, while the diameter of the small head is for driving wheels.



self. It is done in ink, on linen, and came out of the Southern's old offices in Washington, D.C. The hammer print, along with many others, migrated to Birmingham during the Southern steam program, where it came into Doug's possession [see "Second Section," page 94].

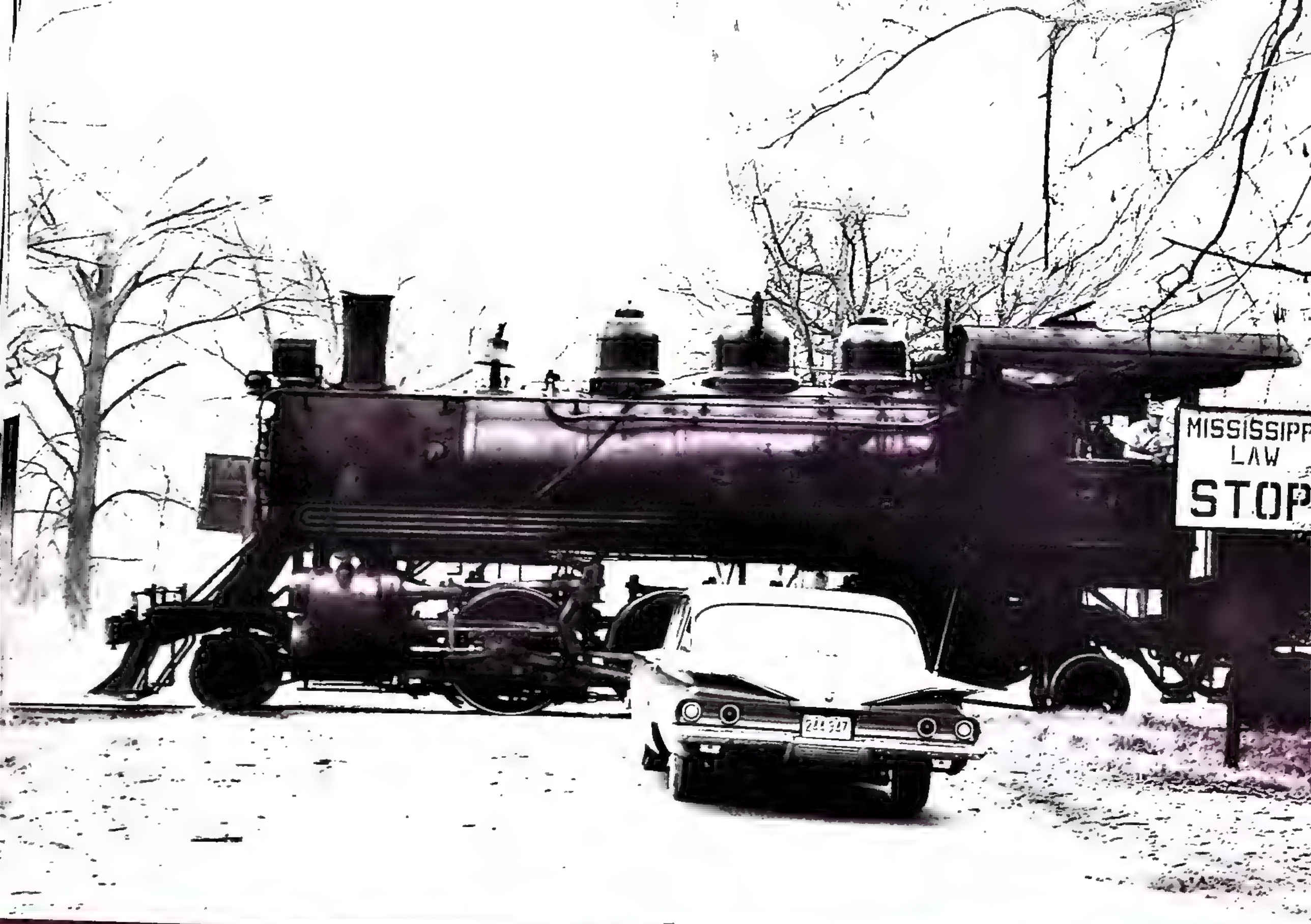
So Pooky's hammer lives on, the uses of its calibrated dimensions largely forgotten. But now, should you come across one of these hammers at a flea market, garage sale, or auction, you will know what it is and what it was for . . . an interesting, and important, though unglamorous, relic of the Age of Steam in America. ■

In deepest

On the Bonhomie & Hattiesburg Southern, a visitor found steam alive in 1961

Mississippi

Photos by Robert Travis Keagle



IN THE EARLY 1960's, with steam locomotives essentially gone from the Class 1 railroads, railfans and photographers began to seek them out on the large handful of short lines that had yet to go diesel. Industrial photographer Robert Keagle, of Minnetonka, Minn., was in Mississippi on his way to Florida in February or early March '61 when he dropped in on the Bonhomie & Hattiesburg Southern.

At the B&HS's yard and shops in Hattiesburg [preceding and opposite pages], he found a pure steam operation. The little road's entire roster—2-6-2 No. 250 and 2-8-2 No. 300—was in steam.

Unlike the motive power on most short lines, these engines were on their first owner. Both had come to the B&HS directly from Baldwin, the Prairie in May 1926, the Mikado in December 1925. B&HS's other bought-new engine—62-inch-drivered 4-4-0 No. 200 (Baldwin, 1925)—was scrapped in 1953. (The road also had two second-handers early on.)

Keagle got to Hattiesburg just in time. In October '61, just months after his visit, the B&HS acquired Wabash SW1 diesels 102 and 103, renumbered them 2 and 1, respectively, and put the steam era behind it.

Prairie 250 was sold to Pennsylvania tourist pike Wanamaker, Kempton & Southern, which ran her for a bit, then sold her to the Wolfeboro Railroad in New Hampshire. She's now a static display at the Edaville Railroad in Massachusetts.

The B&HS kept Mikado 300 stored in its enginehouse for a decade, after which she was moved to a site near the Southern Railway depot in Hattiesburg. She's still displayed there today.

KEAGLE PHOTOGRAPHED engineer A. J. Lee going about his daily business on and around 2-6-2 No. 250. Scenes like these, once repeated countless thousands of times each day, were already rare by 1961.

Although B&HS had many of the hallmarks of an ancient southern short line, as a corporate entity it dated to only 1923. In that year, the Tatum Lumber Co. established the Bonhomie & Hattiesburg Southern Railway Co. to purchase the Hattiesburg Branch from the Gulf, Mobile & Northern. The branch extended 27 miles from the GM&N main line at Beaumont, Miss., northwest to Hattiesburg. Tatum planned to use the line to reach a new logging operation at Denco (near Beaumont, on another GM&N branch) and to ship lumber from a mill at Bonhomie (near Hattiesburg) to Beaumont and on to the port city of Mobile, Ala.

The sale was completed in January 1925, and the B&HS began operations. The road was profitable for a time, but as lumber traffic declined, so did its fortunes. In 1953, Tatum sold the money-losing B&HS to the Fernwood, Columbia & Gulf, a nearby short line owned by the Enochs family.

Though they didn't connect, the B&HS and FC&G were marketed as an alternative to routing traffic via New Orleans. B&HS gained fame among *Official Guide* readers for its slogan, "Save time and money by missing bedlam and confusion."

The Beaumont-Hattiesburg line returned to Class 1 ownership in 1972, when, as part of the IC-GM&O merger the B&HS was folded into the new Illinois Central Gulf.

HEAVY RAINS just before Keagle's visit flooded the Leaf River, causing the daily-except-Sunday B&HS train to Beaumont to derail about 10 miles south of Hattiesburg. Engineer Lee made it across a weakened section of roadbed with 2-8-2 300 and 16 cars, but then 3 cars of lime rock toppled off the embankment, leaving 2 cars and the caboose on the track.

After crews had shored up the roadbed and repaired the track, an American Diesel crane was called in from a local industry to rerail C&NW boxcar 25248, the "best" of the 3 wrecked cars (the others were left in place). Looking on as laborers position a truck under the car are B&HS President Iddo Enochs, Superintendent T. J. Pittmen, and engineer Lee.

The men seen here would hardly recognize their railroad today. Heavily rebuilt, the onetime Bonhomie & Hattiesburg Southern is now a key link in Canadian National's line to Mobile.

RICHARD R. WALLIN PHOTO, DAN POPE COLLECTION

Classic Images

Photo Section

GRANDE DISPLAYS: Wearing Denver & Rio Grande Western's then-new single-stripe livery, a PA-PB-F9 diesel trio stood at Colorado Springs with train 1, the *Royal Gorge*, on September 2, 1963. Its last four cars are the Springs section of CB&Q's *Denver Zephyr*. At Phippsburg, Colo. (right), in 1948, a year after D&RGW took over the Denver & Salt Lake, 4-6-2 805 led Craig-bound local train 9, whose RPO was still lettered D&SL.

DAN POPE COLLECTION

1905

LLOYD RINEHART

ALL OPPOSED, SAY "AYE!": Fairbanks-Morse model H16-66 "Baby Train Masters" crowd the Chicago & North Western roundhouse at Escanaba, Mich., on the night of June 24, 1974. The 1600 h.p. opposed-piston units were mainly engaged in hauling Upper Michigan taconite trains. The C&NW in this era was a veritable diesel museum, with models from all five major builders on its roster. A year or so after this photo, the Upper Peninsula FM's would give way to high-nose Alco C628's acquired secondhand from Norfolk & Western.

Photo Section

LONG ISLAND LONERS: All but lost in the Long Island Rail Road's vast commuter fleet of third-rail M.U.'s and locomotive-hauled coaches were two Budd Company Rail Diesel Cars. Bought for use on Babylon-Patchogue and Mineola-Oyster Bay runs, RDC2 baggage-coach 3121 and RDC1 coach 3101 are seen below at Long Island City on Sunday, October 5, 1958. Following a 1967 wreck, the coach was retired, while the combine was sold to become B&O No. 1972.

DOIN' THE E-PORT SHUTTLE: Central Railroad of New Jersey RDC1 555 and a sister stand at the elevated station of Elizabethport, crossroads of the CNJ [page 66, Fall 2001 CLASSIC TRAINS], on March 9, 1958. The cars are in weekend shuttle service between Newark and "E-port"; CNJ also used its Budds on runs out of Jersey City to Main Line and seashore points. The road bought seven RDC1's new in 1954 and '56 before picking up Susquehanna's four.

FOUR PHOTOS: JOHN DZIOBKO

TWO MINUS ONE LEAVES ONE: Like the LIRR, the Lehigh Valley had just two Budd Cars, a coach and a combine, bought in 1951 to replace gas-electrics on the Lehighton-Hazleton (Pa.) branch. RDC2 No. 41 became Canadian Pacific 9116 in 1958, leaving RDC1 No. 40 to handle the Hazleton service, as it's doing here on March 7, 1959. When LV went freight-only, No. 40 moved to neighboring Reading Co. as RDG 9163.

EARLY SALE: Impressed with Budd's RDC demonstrator, New York, Susquehanna & Western signed up for four RDC1's, delivered in October 1950. The "Speedliners" worked alongside RS1-hauled trains in Jersey City-Paterson commuter service until April '58, when Susie-Q sold them to CNJ. Here, car M-1 cruises through Paterson in January '58. Today, NYSW runs former NYC and NH cars in Syracuse.

Great Photographers

Don Sims

Well-traveled, well-versed, adventurous

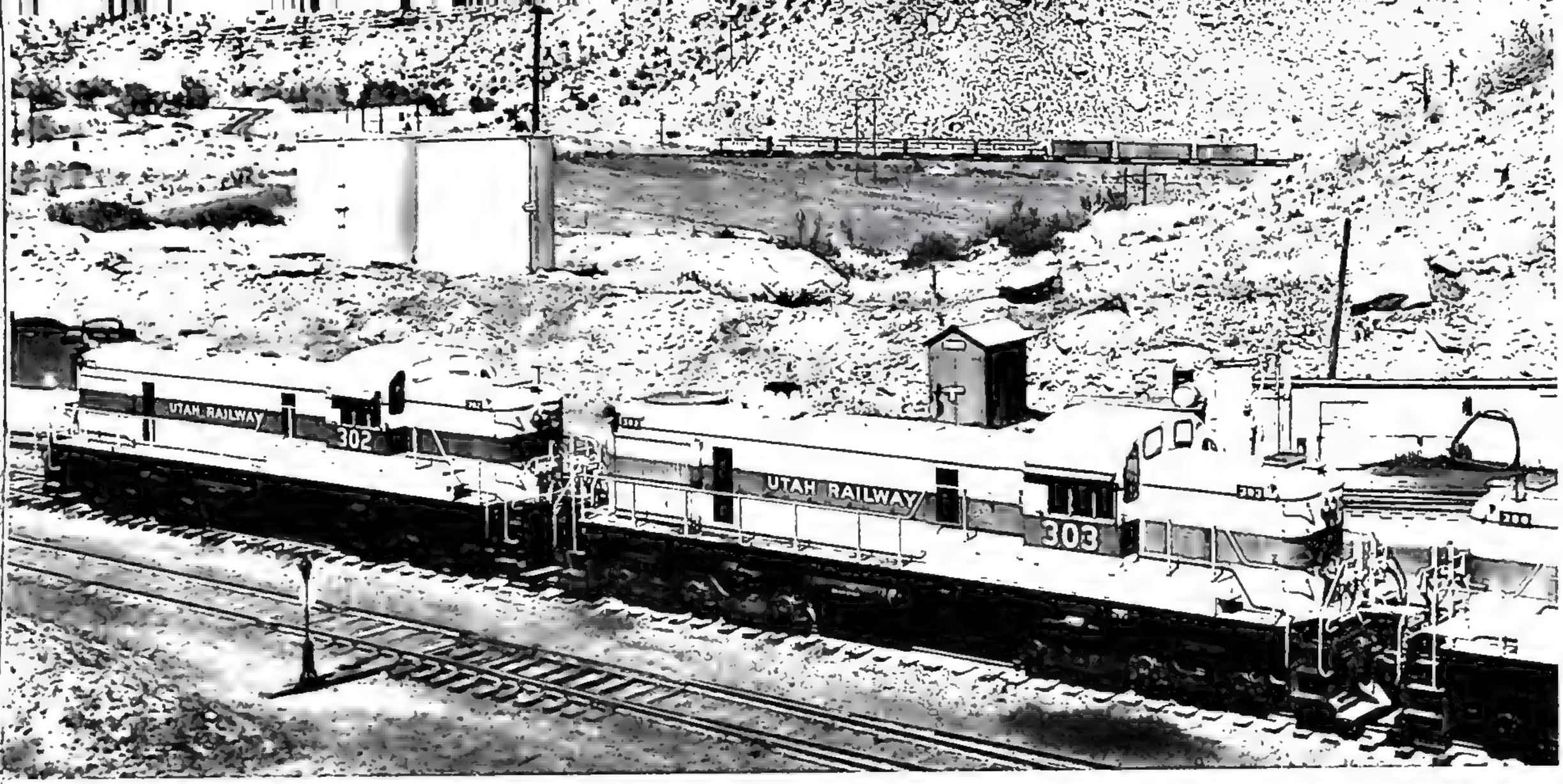
"If you think about it, the subject matter hasn't changed; I love railroading, and the people who do it"

By David Lustig
Photographs by Don Sims

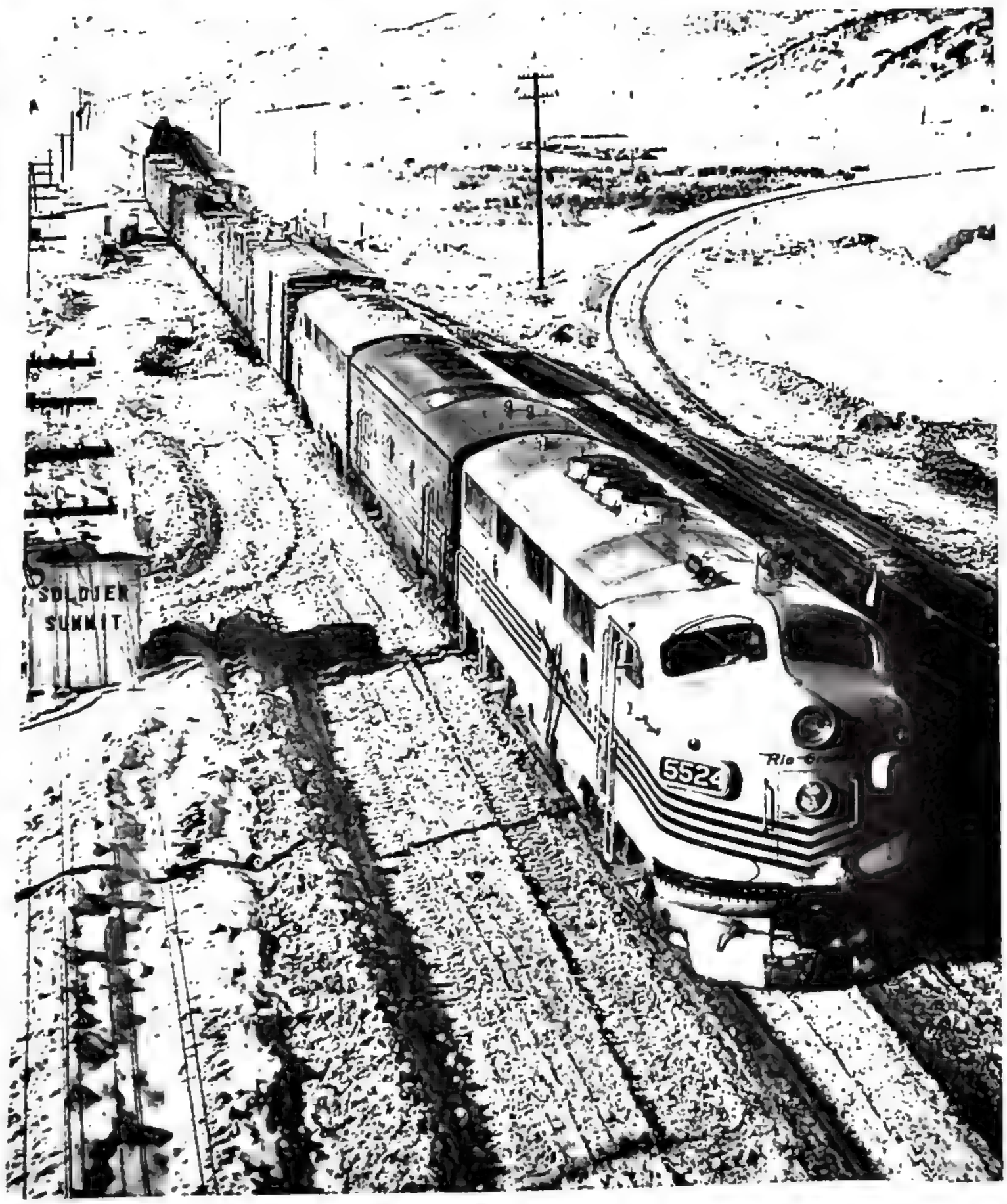
DON SIMS REMEMBERS exactly when and where he first became interested in trains. The year was 1941, in New Jersey. Thirteen years old, he was working his way through a bout of the chicken pox. Confined to his family's second-story apartment across the street from a Central Railroad of New Jersey commuter station, he broke the boredom by watching the steady parade of Camelback steam locomotives. Eventually, he started writing down engine numbers on a scratch pad.

Sims doesn't have that scratch pad, but he does have thousands of negatives and even more memories. He's written hundreds of articles in a dozen magazines and several books, and has an al-

Sims, a fan of SP's unique cab-ahead locomotives, caught this one in 1954 taking water at Saugus, Calif., 20 miles out of L.A.'s Taylor Yard.



On their first long trip to find steam, a 1951 "Christmastime blitz" to Utah, Dick Steinheimer and Sims saw an eastbound Rio Grande freight at Soldier Summit (right), with two F3A's in the new silver and "Grande gold" bracketing an F7B in the old black and yellow. On a 1955 visit, at Martin (above), three white Utah Railway Alco RSD4's were ready to leave for Provo with a coal train as a westbound D&RGW freight left Helper with a lone FT ahead of an A-B-B-A set of F's. D&RGW and Utah shared ownership of the line to Provo.



most endless list of cab rides in steam engines, diesels, and electrics.

Yet Sims also knows he is a witness to the ever-changing face of history, casually commenting that he once watched a Pan American Airlines China Clipper seaplane taking off from San Francisco Bay while he was looking out the window of an electric interurban railway car. When he lived in New Jersey, he looked up to see Germany's *Hindenburg* airship on its way to its fiery destiny at nearby Lakehurst.

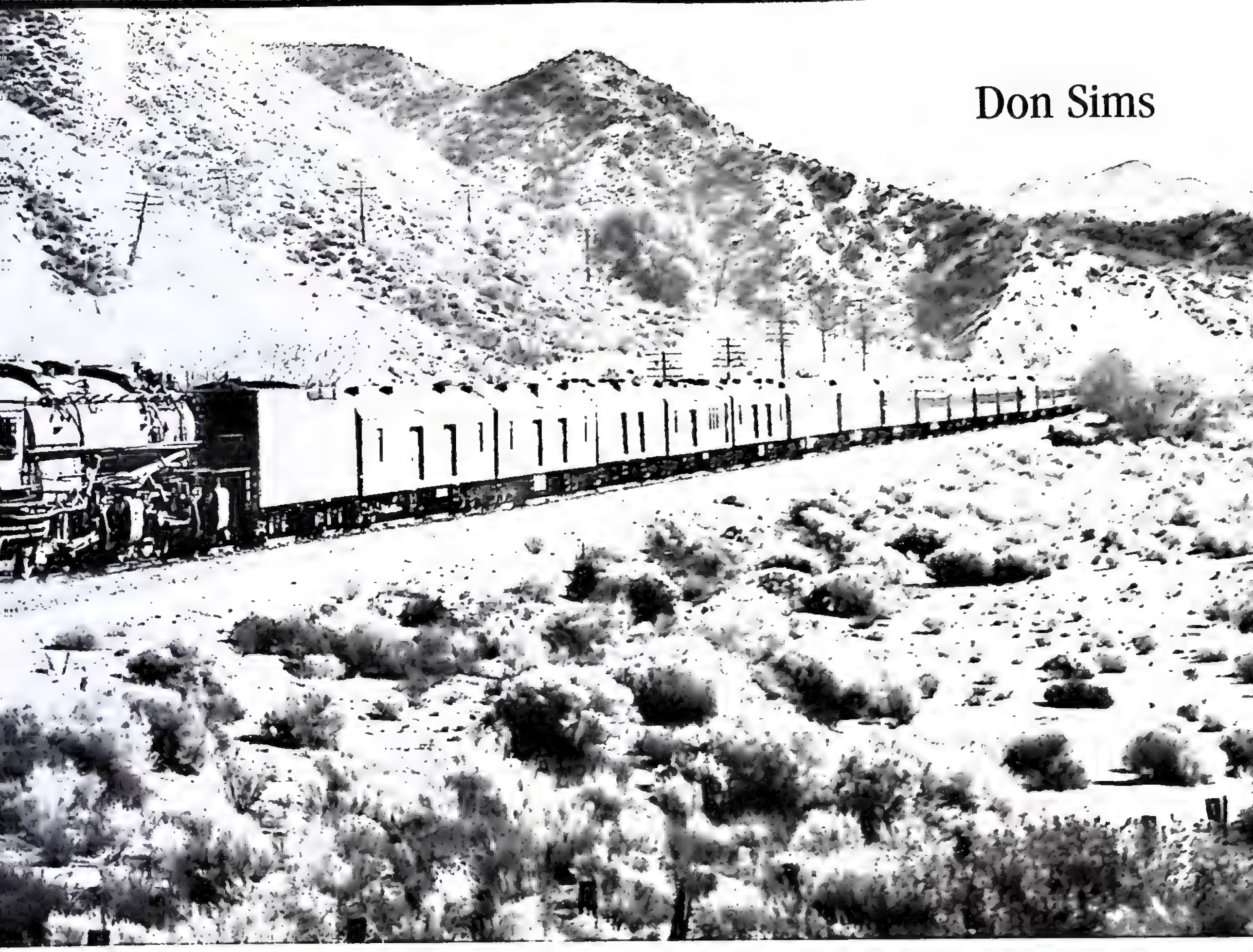
Meantime, he's traveled throughout North America, using a motorcycle to chase trains when his car wouldn't do. He's fired off an uncountable number of No. 2 flashbulbs—they look like 100-watt light bulbs and are fired from large flashguns—in his night photography. He also got the wrong directions while driving around Philadelphia one foggy night and wound up taking his van onto a crowded passenger-station platform.

Just as importantly, Sims, like many of his contemporaries, was documenting not only the final days of mainline steam but also the beginnings of first-

Don Sims

Despite the rigors of their pioneering December 1951 trip to Utah, which included the heater on Dick Steinheimer's '37 Ford going out in below-zero cold, Sims and "Stein" returned a year later. Just as the year before, when they found the rumors of active steam to be true at Thistle, in the form of 4-8-2 1509 plus another engine on a special extra for the Marysville branch, this time it was 2-8-2 3610 spouting off in anticipation of its next helper run over Soldier Summit.

Don Sims



Doubleheaded SP cab-aheads, having taken over from a 4-8-2 or 4-8-4 at Bakersfield, wheel train 58, the overnight San Francisco-Los Angeles *Owl*, toward Lang and Saugus, Calif., in 1952.

generation mainline diesels. Armed with various sizes of Speed Graphics, a Graflex, barrel lenses, and a 120-film Rolleiflex or two, Sims has never packed such current day accoutrements like motor drives, auto focus, and fast lenses into his camera bag. Miss critical focusing on a 4x5 by just a smidge, or click the shutter too early or too late during your one and only chance to get a moving train, and you got nothing for your effort. The same for exposures. Handheld light meters were available, but it was the wise photographer who knew his film and the proper exposure whether it was bright, overcast, or rainy. Sims knew, and still knows, the rules, and almost always came back with the goods.

For Sims, the journey to becoming a railfan was finding trains wherever and whenever his family picked up stakes and moved. In 1943, they exchanged New Jersey for Santa Monica, Calif. Almost every day after school, Sims would photograph Pacific Electric box-motors with his Kodak Brownie along Sepulveda Boulevard, buying film with money he had earned cleaning hotel rooms used by military pilots on "R&R" (rest and relaxation) from combat duty.

A year later, his family moved north to Oakland, where he regularly rode the Key System interurban. Moving a few years later to Santa Maria near the central California coast, a teenage Sims watched and photographed short line Santa Maria Valley under steam and Southern Pacific AC cab-aheads coming through nearby Guadalupe preparing to tackle the grade just south of town. By that time he had graduated to a folding 116 camera loaded with Verichrome Pan film. He still has a couple of those early negatives.

It's 1961 and steam is gone, but Union Pacific's new 8500 h.p. gas-turbine-electrics drew Sims again to Utah, exemplified by "Big Blow" No. 7 on an Ogden-North Platte train in Echo Canyon.

Returning to the Los Angeles area, where he lives today in the San Fernando Valley, he enrolled in Hollywood High School and met another fan, Tom Braunger, whose father was an SP engineer. Sims remembers hitting it off with Braunger instantly.

"We hopped freights up to Santa Barbara, out to Indio, and through the Tehachapis," recalls Sims. "An experience you don't want to repeat," he says with a sheepish grin, "is going through a long tunnel behind a steam engine."

He says his best trip was when the two of them rode SP's *Arizona Overnight*, a first-class less-than-carload freight whose consist was special boxcars.

"We hopped it one night out of the Bull Ring [an SP yard in Los Angeles] near Chinatown with a 4300-series 4-8-2

Cajon Pass offered action of track owner Santa Fe and tenant UP, sometimes both at once, as in 1952 when a UP San Bernardino-Victorville turn with a 4-10-2 met F's bound for Hobart Yard.

It's Santa Fe's track, so the lead PA on what is likely Union Pacific's *Utahn* displays its engine number, not the train's (4), at Cajon station in 1950. The year before (below), a new F7 flew the white flags of an extra east on Sullivan's Curve.

on the head end and rode the tops. The engine was making sparks that would die out just two cars or so before they got to us. It was a cold, damp night as we flew thorough the countryside at about 60 miles an hour. We were going to go all the way to Indio, but by the time we got to Pomona, we'd had enough.

"We caught a Mallet coming back west with a bunch of empty flats. It was doing about 35 miles an hour as we were running along the flats, hopping over the spaces between each car," he says, shaking his head at the potential danger yet laughing because neither of them got hurt. Or caught.

"Sometimes we'd catch a train out of Taylor [Yard] going to Indio and prop up the ice bunker on the reefers so no one would close it on us." Perhaps to accentuate safer activities, Sims adds that he and Tom rode a couple of times with his friend's father, on a steam locomotive to Indio and another time over the Tehachapis.

On his own since he was 18, Sims mellowed a bit from his antics of high school years when he enrolled at Los Angeles City College to pursue a business degree. He later transferred to UCLA. It was in his college days that Sims found out what it was like to not only take photos of railroads, but to be a railroader too. In the late 1940's, he worked the graveyard shift as a carman's helper, swapping out brakeshoes in SP's Mission Coach Yard just down the line from Los Angeles Union Passenger Terminal.

"One of the things you learned real fast when changing brakeshoes is when you hear three thumps from the workers cleaning the inside of the passenger car, you get out from under the car fast," Sims recalls, "Those three thumps meant they were about to flush the toilet."

That was one of the few years it snowed in Los Angeles, he remembers, adding that it was Christmastime and he was working on a set of passenger cars that came in off the Rock Island from Chicago. A half-frozen hobo got out from between the vestibules of two of the cars and asked where he was. "Los Angeles," said Sims. "Oh," came the simple reply, as the knight of the road wandered off into the night.

Finding full-time work and school a little too much, Sims limited his railroading to summertime after that, one year traveling to Missouri and firing Chicago, Burlington & Quincy steam yard goats. After graduating from UCLA with a degree in Transportation and Traffic Management, he hired on with Santa Fe as a car clerk in Los Angeles.

Working a variety of white-collar jobs throughout his lifetime, Sims gravitated back to the collegiate life, and for the last three decades he has been happily employed as a community college economics teacher, usually couching his economic explanations by using rail-

Don Sims

Leaning precariously (by today's standards) out of the F-unit's cab door, the fireman on Santa Fe's eastbound *Chief* snags train orders from Summit station operator Chard Walker in 1951.

In 1954, a San Francisco-bound Key System "F" line train, having left the Linden Street right of way, is crossing Adeline Street in Oakland, joining the "C" Line at Tower 3 (just off to the right).

roads as hypothetical examples.

Besides life-long friend Braunger, Sims met another fan during his high school years when Tom introduced him to a man from Glendale: Richard Steinheimer. One of their first excursions together was up to Summit on Cajon Pass where they met Santa Fe operator Chard Walker.

Sims' and "Stein's" railfan trial by fire, however, was to come a few months later in a Christmastime blitz to Utah to photograph steam locomotives.

"It was December 1951," remembers Sims. "We left Los Angeles in Dick's '37 Ford sedan in the afternoon when the temperature was about 70. About 2 a.m. we were in Utah and it was 23 below zero. Now remember, there were no freeways and few all-night gas stations. We had filled up in St. George and now were in the middle of nowhere with the gas gauge on 'E.' We drove around a hill and there was a small town and a gas station with smoke coming out of the chimney. We glided in there on fumes." The worst was yet to come, though.

"Dick's car heater went out, and we literally got frostbite. We kept driving and eventually came to Provo and the Denver & Rio Grande Western. We drove

In summer 1949, Pacific 4-6-2 650 of SP's Texas & New Orleans rolls No. 15, the Houston-Dallas *Hustler*, through Tomball, Texas; in Houston, a family admires MoPac PA 8009 at Union Station.

toward Thistle, and coming around a sharp curve, all we could see is steam going up to the sky. 'Is this a railroad?' we wondered. It was two Rio Grande steamers, one preparing to take a Jordan spreader down the Marysville Branch, and another waiting as a helper between assignments. It was great!

"We went to Soldier Summit and shot diesels meeting two helpers on a coal train, then to Wyoming for a while and met a snowstorm head-on. Arriving in Green River, we ran afoul of the local Union Pacific cop and promptly got tossed out. Moving farther east, we hit more snow and found a Mallet on a freight train heading west. He was taking coal, and then a passenger train came by, then three other trains waiting right behind him waiting for their turn to take on coal.

"I had a Speed Graphic 23 with a film pack. I lost a lot of pictures using the film pack," Sims laments. "That was the first and only time I ever used it. Only a

Butte, Anaconda & Pacific 201-202, the Montana copper-hauler's two 1957 General Electric 2480 h.p."road-switcher" electrics, back down to get cars at Durant, in Silver Bow canyon, in 1963.

few of the pictures came out."

The following year, seeking better transportation reliability, Don and Dick took Dick's mother's car to Utah At Ogden, they were given permission take pictures in Union Station.

"The neat thing is that it was snowing and we got some great photos," Sims recalls. "The not-so-neat thing is that heading back to the car, Dick lost his keys. Here it is, 1 a.m., and somewhere, we don't know where, between Union Station and the car parked about a block away, are the keys. And it's snowing. But somehow, retracing our steps, we actually found them."

More trips followed, mostly local, ranging from Cajon Summit to places in the L.A. basin shooting UP, SP, Pacific Electric, Santa Fe, and the Los Angeles Railway.

Summers usually found the duo on the road. On a trip to Colorado and Wyoming, they slept out in the open at night ("We didn't have enough money for motel rooms," Sims remembers). One night Sims woke up and heard a horrible noise. Figuring he had rolled onto the nearby track and was about to get hit, he remembers looking up and seeing a Rock Island 4-8-4 on a freight.

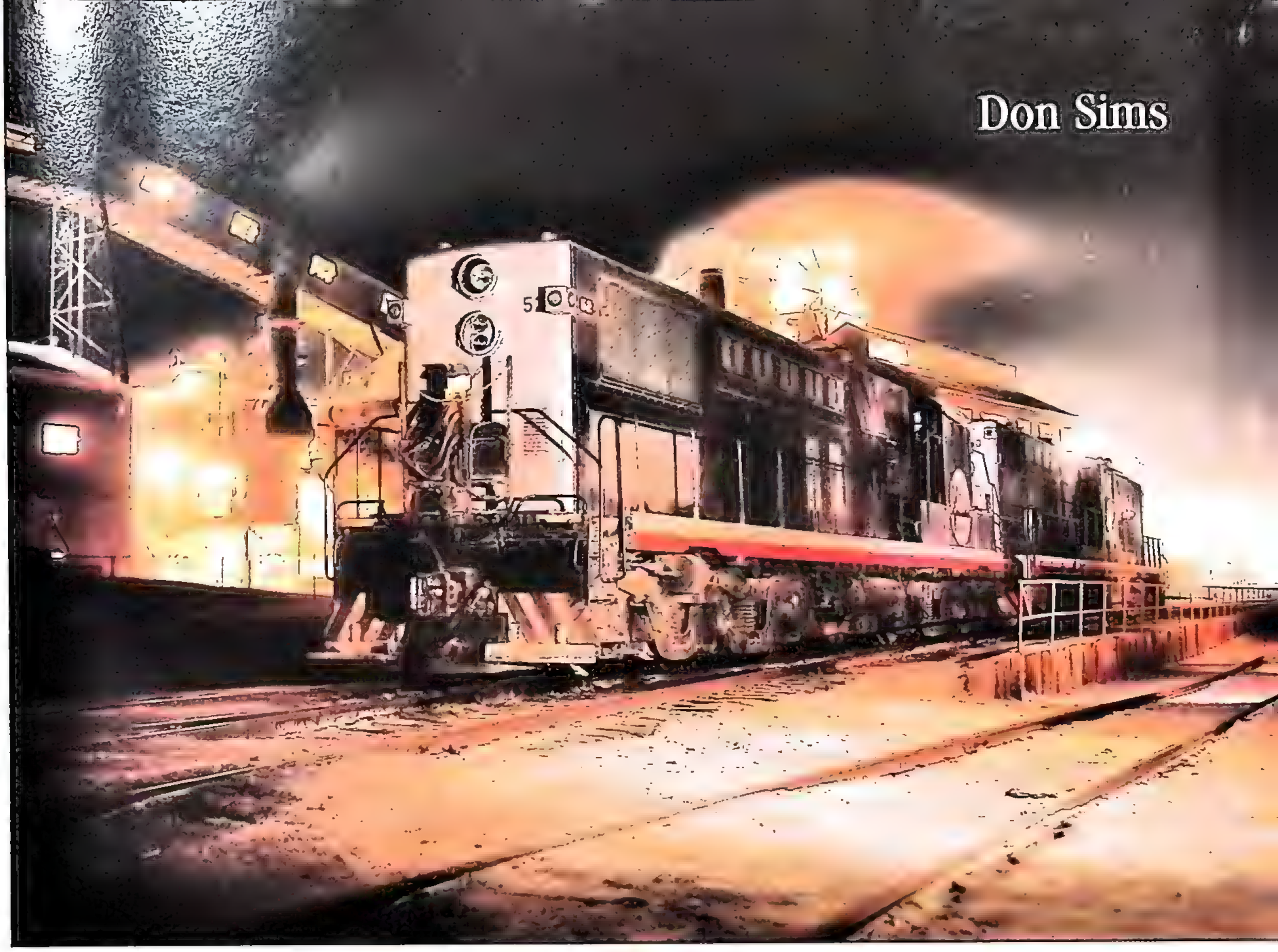
"We barely had enough money to get back to L.A.," he says. "The gas tank was leaking and somebody told us to put a screw in the hole. We thought it was going to blow up, but it worked." On that trip, Sims came home with a fever. He thinks it was from mosquitoes in the Green River area, and he wound up in the hospital for two or three days.

Chumming around with Steinheimer was great, but then, in 1952, at an ice-skating rink in Hollywood, Don met Reva. They were married August 1, 1953.

"Cyndy was three months old," recalls Reva of their older daughter, "and Don was going to go up to Oakland to do a story on the Key System. He said, 'You can either stay home or join me on my trip and we'll have a great adventure.'" Reva didn't need to think twice about it and has memories of her husband walking into a barber shop in Oakland to ask if he could warm up a baby bottle. Since then, Reva figures she's gone on about 90 percent of his trips, as did their three children. Besides Cyndy, they have son Brian, now an Amtrak trainmaster in Los Angeles, and a younger daughter, Julie.

Sims' writing and photography has appeared in TRAINS, MODEL RAILROADER, MODEL TRAINS, *Signalman's Journal*, the Brotherhood of Locomotive Engineers magazine, and *Railway Age*, among others, occasionally under the pseudonym Sharpe Delaney, a trick he found useful when writing for two competing magazines at the same time.

As a contract photographer, he kept busy working for Alco, General Electric, diesel-hydraulic maker Krauss Maffei, and Southern Pacific. Besides riding in trains, he has ridden in the jump seat of an Air Force B52, a U.S. Navy Tracker, and a Royal Canadian Buffalo. Oh yes,



The implied serenity at trackside in this 4x5 transparency of two Trona Baldwins, AS-616 52 and DT-6-6-2000 50, belies the adventure of getting there, including adding oil to Sims' Chevy.

he's also handled a 16mm movie camera for both GE and SP.

Sims' camera equipment has changed over the years, but it still tends to be larger than 35mm for most of his work. He has shot with a Speed Graphic 45, a Speed Graphic 23, and various Bronicas, including one he got tired of loose screws falling out of, so he put epoxy on every screw. When it finally did suffer a catastrophic failure, he just threw it away. Today his equipment ranges from a Pentax 6x7 to a 35mm Nikon FM3A, plus a healthy assortment of lenses for both.

Traveling with Sims is always an adventure. This writer recalls one trip to the Trona Railway in the California desert to photograph its Baldwin center-cab diesels, in 1973. Don's Chevy Greenbrier truck was beat. The last time it had been washed was the last time it rained, and the windshield was cracked. Don had lost the keys to it, so to start it, he had to hot-wire it with a large screwdriver.

That wasn't the best part, though. We were driving up highway 14 passing Palmdale when he said, "Hold on to the steering wheel."

"What?" I said. "Hold on to the steering wheel!" he repeated. So I did, and he opened up the compartment between the two front seats where the engine was. Then, as I'm trying to keep the truck in the correct lane from the passenger seat, he calmly took out a funnel and added a quart of oil!

"Got to do this every 50 miles or so," he said. "The thing leaks oil like a sieve." Whereupon he buttoned up the engine compartment, grabbed the wheel, and said, "Thanks." It wasn't as shocking the second and third times he did it.

In 2003 Sims is still making frequent trips to photograph trains. The Greenbrier is long gone, replaced by a much newer GMC van. Sims even uses a key to start it, and Reva insists that he wash it occasionally.

But while the motive power, the names of the railroads, and the gleaming passenger trains of his youth are long gone, Sims says his reasons for his writing and photography are the same —it's railroading, and he still really enjoys being a part of it.

Of all the railroads he has photographed, which one does he miss the most? "The Southern Pacific," he says. "It had character, and it had personality. It wasn't all cut and dried with cold corporate structure oozing from its pores. It was a great railroad to watch and photograph."

The passing of the SP aside, Sims is still quite happy framing a photo of an Amtrak passenger train or a Union Pacific or Burlington Northern Santa Fe freight. "After all," he says, "if you think about it, the subject matter really hasn't changed a bit.

"I still like shoot to diesels, electrics, transit lines, mountain railroading, desert railroading, and urban railroading," says Sims, now 75. "I love railroading and the people who do it."

One day at . . .

New Lisbon,

Wis.

By Jim Boyd • Photos by the author

THE SMALL TOWN of New Lisbon, Wis., is located roughly midway on the old Milwaukee Road's Chicago-Twin Cities main line, 221 miles northwest of Chicago and an even 200 miles southeast of Minneapolis. That famous speedway was the "Route of the Hiawathas" in the streamliner era, and in June 1967 some of the glory still remained. The *Morning* and *Afternoon Hiawathas* still carried dining cars, Super Dome lounges, and the distinctive Skytop lounge parlor cars. The overnight *Pioneer Limited* still had sleepers, and the Milwaukee also operated overnight mail trains plus eastbound daytime workhorse No. 58, which made all stops for mail, express, and a few passengers for its one coach. The cars' and engines' exterior paint was Union Pacific's Armour yellow (adopted when UP's Chicago trains began using MILW rails east of Omaha), but the spirit was pure Milwaukee Road.

What set New Lisbon apart, though, was the Wisconsin Valley line that diverged from the double-track main line just east of the passenger station, heading 183 miles north along the upper reaches of the Wisconsin River through Wisconsin Rapids and Wausau to the resort and vacation area around Tomahawk, Minocqua, and Star Lake.

Back in the late 1930's you could ride a Beavertail observation car out of Chicago behind a streamlined Atlantic to New Lisbon and then ride behind a similarly streamlined Ten-Wheeler into the North Country on the *Hiawatha-North Woods Section*. In the 1940's, the north end of this route was cut back 17 miles to Woodruff,

My visit began when I intercepted Valley line 202 scampering south between Babcock and Necedah (small photo) behind an "ordinary" RS3, disappointingly not one of Milwaukee's four boiler-equipped RSC2's. A half hour later, in New Lisbon, I had to scramble for a good shot of Hi No. 2's Skytop obs.

Local 58 arrived, then the Valley train backed in (top left); next, *Hi* No. 2 breezed in (top right). At 4:02, westbound *Hi* No. 3 showed up (above) and made a quick stop before departing (lower right).

Wis., but a pattern was established that found the eastbound and westbound *Afternoon Hiawathas*, local 58, and the *North Woods Hi* all converging at New Lisbon. In steam days, the trains would swap power and crews.

By June 1967 the streamlined Atlantics, Ten-Wheelers, and F7-class 4-6-4's were long gone, of course, in favor of E and F units, but some of the 1940's passenger cars were still around and the four-way meet was still in the timetable. The *North Woods Hi* was just nameless 202-203 on the 92 miles between Wausau and New Lisbon, usually behind an Alco road-switcher, but the mainline trains were little changed. This was a congregation I had to witness.

On my visit, I picked up eastbound Valley line 202 at about 3 p.m., scampering south between Babcock and Necedah with RS3 466 running short-hood forward (as was normal on the Milwaukee) with a rib-side combine and coach 474 that had been built for the mainline *Hi* in 1942. I confess I was a bit disappointed to see the "ordinary" freight RS3 instead of one of Milwaukee's four boiler-equipped RSC2's (988-991) that had dieselized the *North Woods Hi* in 1947. But the chase along Highway 80 kept me too busy to worry about that.

As the Valley train pulled around the east leg of the New Lisbon wye at 3:20 to back into the platform track on the north side of the main, E9 35C and an F7B eased to a halt on the south platform track with eastbound 58. Right on time, eastbound *Afternoon Hi* No. 2

rolled in at 3:47 behind E9's and made a quick station stop. I had to scramble to reposition for the going-away shot of the Skytop as the train departed [page 77].

As soon as the block cleared behind No. 2, head-end-heavy 58 came to life and growled out of the siding to resume its all-stops trek toward Milwaukee and Chicago, where it would arrive more than 2 hours after the *Hi*.

The two *His* must have passed each other a few miles east, near Lyndon, and the westbound *Hi* passed 58 just east of New Lisbon. No. 3 arrived at 4:02 behind an A-B-A set led by FP7 104C. Again, the station stop was short, and No. 3 was away in little over a minute.

Meanwhile, the RS3 had been contentedly burbling away on the north station track as the passengers from the mainline trains either left by auto or made their way onto the Wausau train. At 4:07, 466's engineer gave a couple of *bamps* on the one-note duck horn, and the Alco gurgled into motion. It would be in Wausau in a little over 2 hours.

New Lisbon's depot was replaced by a smaller one, moved from Mauston, the next mainline town east. The *Afternoon His* made their last runs on January 23, 1970, and the little Valley line train, although rescheduled to meet the surviving *Morning Hi*, didn't last the year out.

The *Morning Hi* operated until Amtrak, but the national carrier has never stopped at New Lisbon, running nonstop between Wisconsin Dells and Tomah. The Valley line itself was sold by Milwaukee successor Soo Line to Wisconsin Central, and the New Lisbon end sees little use. Only mainline Canadian Pacific freights and Amtrak's daily *Empire Builder* whistle through New Lisbon, so it will never be even close to the same as it was almost 37 years ago.

1958: New yards, more diesels symbolize progress

NEW YORK CENTRAL

YARD WORK: *Terminal superintendent James N. Page overlooks New York Central's new $14 million, 675-acre Robert R. Young Yard at Elkhart, Ind., which can sort 3500 cars a day into its 72 tracks. Elsewhere, NYC's Pittsburgh & Lake Erie opens its $7.5 million, 210-acre Gateway Yard near Youngstown, Ohio; Burlington installs a hump yard at its Cicero, Ill., facility, and Santa Fe finishes a 9-year, $20 million overhaul of Corwith in Chicago.*

DIESELS COME AND GO: *A new profile for the road-switcher is presaged as EMD delivers GP9 38 to Phelps-Dodge Copper in Arizona, but its low short hood is for visibility back over the*

HAROLD K. VOLLRATH

STEAM TO THE RESCUE: Texas & Pacific's 1957 purchase of 2-8-2 410 from Fort Worth & Denver—for just this duty—pays off as high water from the Red River again swamps the main near Zimmerman, La. On May 12, the 1915 Baldwin, now T&P 400, subs for F7's, inching west, tender-first, at 2 mph in water 28 inches over the rail with 125-car train 55.

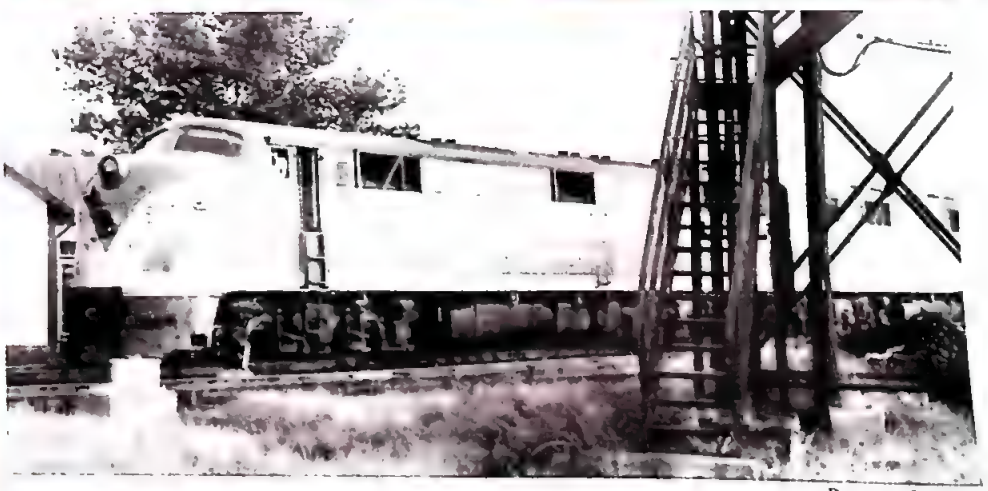
FIRES BANKED: At Duluth, Minn., 2-8-2 1713 completes Northern Pacific's last steam run, on January 18. . . . S-2 class 746 makes the last revenue freight trip of a Nickel Plate Berkshire, Bellevue-Conneaut, Ohio, on July 2. . . . B&O officially dieselizes April 1, but two 4-8-2's run for a few days, a 2-8-2 hauls a fantrip May 17, and B&OCT 0-8-0's work in Chicago into fall.

THOSE PASSENGER BLUES: PCC cars 450 and 457 pose at Illinois Terminal's downtown St. Louis station at 12:30 a.m. on June 22 with the last local train from Granite City, Ill., unplugging passenger-service, and all electric operation, on "the Traction," which had quit its interurban runs in 1956. . . . Baltimore & Ohio ends 68 years of Royal Blue Line service on April 26. . . . New York Central gets permission to cease service on its Putnam Division to Brewster, N.Y.; Pennsylvania drops the *Senator*. . . . On the Chicago-St. Louis corridor, GM&O asks to combine the *Ann Rutledge* and *Alton Limited*, while Illinois Central wants to reduce from three trains to one, the *Green Diamond*. . . . The Interstate Commerce Commission's Hosmer report predicts the end of U.S. passenger service by 1970.

R. R. WALLIN; J. DAVID INGLES COLLECTION

SAD TIMES, INDEED: On September 15, Central of New Jersey train 3314, bound for Jersey City from Bay Head, N.J., on the New York & Long Branch, runs through a derail device and the open Newark Bay lift bridge, putting its two GP7's and three of its five cars into the drink, killing 44 passengers and 4 crew. . . . Former New York Central boss Robert R. Young commits suicide. . . . Maryland & Pennsylvania, the storied "Ma & Pa," makes its last run out of Baltimore on August 5.

EXPANSION IN B.C.: Pacific Great Eastern continues to open up the central British Columbia frontier, finishing a 61-mile branch from Chetwynd east to Dawson Creek (Milepost Zero at the south end of the Alaska Highway). This gives PGE a third railroad connection: CN's/CP's Northern Alberta Railways.

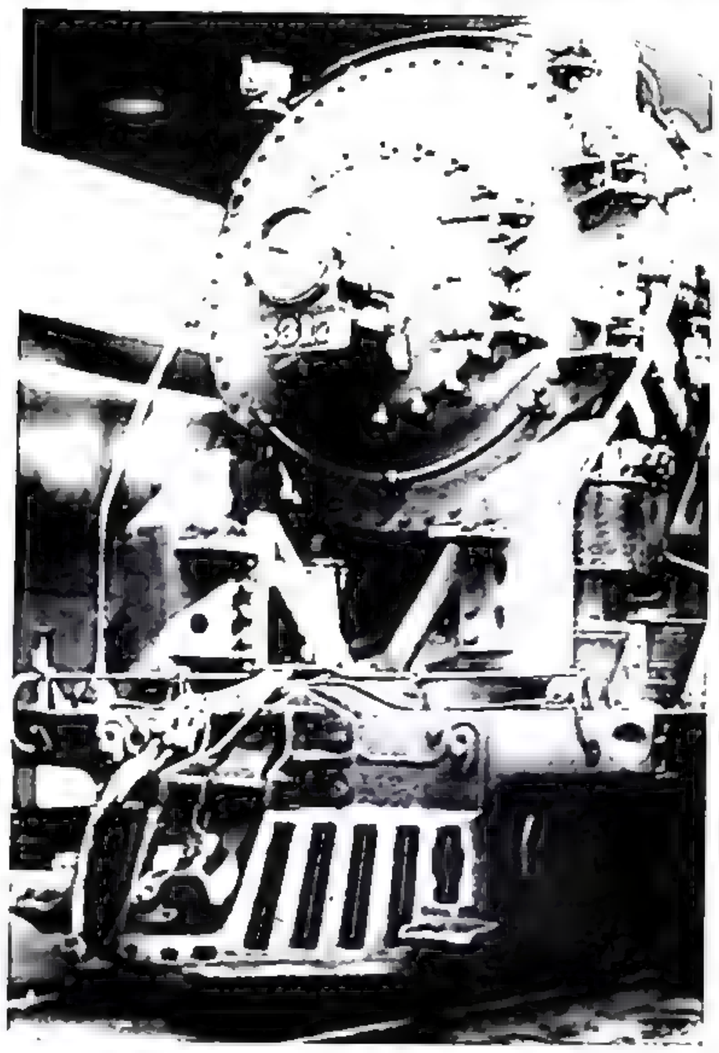


ROBERT J. ROBL

THE LAST BIG DOMINO: Norfolk & Western, the last Class 1 steam holdout even though it already owns 198 diesels, orders 268 units (192 GP9's, 40 T6's, 36 RS11's) for $50 million to replace its 262 remaining steam locomotives. Southern E units begin running through on the Lynchburg-Bristol (Va.) passenger trains, and N&W leases 4 RF&P E8's and 8 Atlantic Coast Line purple E7's (above) to dieselize the others.

To Chicago with Dad

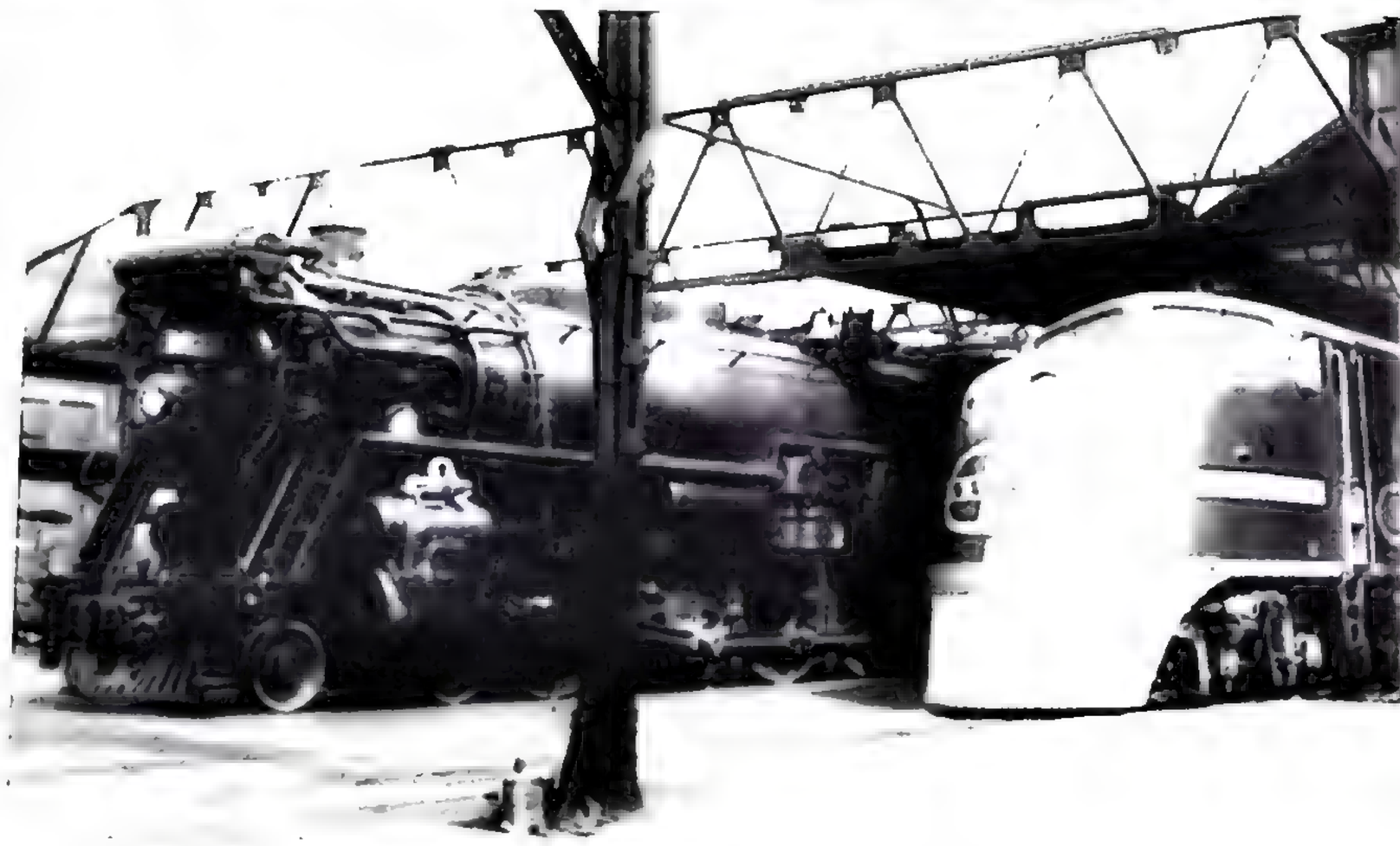
Trips to the Railroad Capital in the 1930's and '40's are fondly remembered today



I THINK I WAS a railfan by the time I was 5 years old. My father had been a fireman on the Milwaukee Road since he was old enough (a little earlier, as a matter of fact; he'd lied about his age to get the job). Before him, his father had hired out in Janesville, Wis., in the 1890's and was promoted to engineer in 1901.

All through my childhood, railroad talk flowed around me, and on Dad's off days he would often take me with him to the roundhouse in Madison to see what his position on the reserve list might offer him. Or he might take me with him to see Grandpa off on No. 11, the *Sioux*, on the nights when he had that run. Once in a while, we would get to ride on the engine, a class F3 4-6-2, as Grandpa took it around from the ready track to the siding next to the depot. There he'd wait for the *Sioux*'s arrival from Chicago, the removal of the Chicago-to-Madison engine, and the coupling of the fresh power—Grandpa's engine—for the run across southwest Wisconsin to Marquette, Iowa.

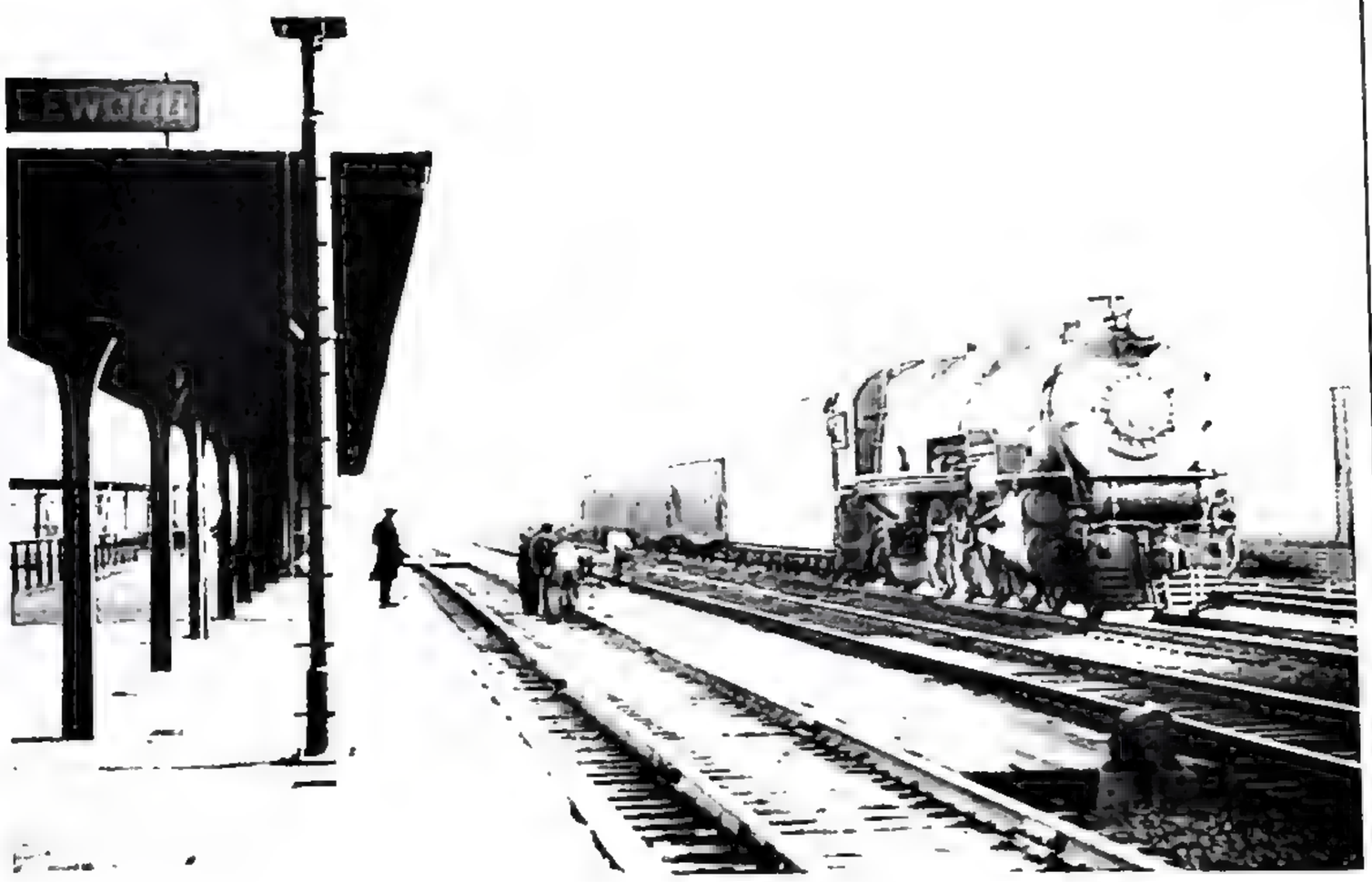
Then, in the late 1930's, Dad got the idea that we would both enjoy a day together in Chicago (talk about "quality time!"). I think the tradition began when we would go to the American Flyer plant on Halsted Street, where we could buy more cars for the tinplate layout he and I had going in our basement. And, of course, with all those stations in downtown Chicago, another tradition got started: train-watching.



Many of my contemporaries got their kicks by attending or taking part in high school and college athletic or social events. My time was spent in our basement, working on either the tinplate layout or, later, an O-gauge empire. And the absolute culmination of each year's activities was the trip to Chicago with Dad.

At least once a year, often the first Thursday or Friday in November (when a teachers' meeting closed the schools and gave me the day off), Dad and I would board train 22, the eastbound *Sioux*, sometimes as early as 4:30 a.m., and spend the day in the Windy City. Sometimes we'd visit Grand Central Station to look for Baltimore & Ohio and Soo Line locomotives. Dearborn Station was home to the Santa Fe, Grand Trunk Western, and others. At La Salle Street Station, we'd find New York Central and Rock Island power.

In one of those early years, probably 1939 or '40, we discovered that we could take a Rock Island suburban train out of La Salle Street and ride 6.6 miles south to Englewood Union Station. The NYC, Rock Island, and Pennsylvania shared the depot, and it seemed



Chicago station scenes: B&O Pacific 5234 at Grand Central (top left), NYC Hudson 5312 at La Salle Street, and GTW Mountain 6040 on the *Maple Leaf* and Santa Fe E1 diesel No. 2 on the *Kansas Cityan* at Dearborn. At Englewood, a PRR 4-8-2 rolls in with a freight (top right), and NYC Hudson 5420 pauses with eastbound varnish.

FIVE PHOTOS: FRANK M. ROGERS

there was almost always a train arriving or departing.

The Rock Island and NYC tracks were side by side from the time they left La Salle Street until they parted at Englewood. There the RI continued south and west, while the NYC curved eastward, alongside the depot, to be joined, now side by side, with the Pennsy (which had crossed the Rock Island at grade as it entered the depot). It was from this spot east into Indiana where NYC's *20th Century Limited* and PRR's *Broadway Limited* put on their daily race toward New York City.

I can still see the *Century* and the *Broadway* as the conductors gave their highballs and the hoggers pulled out the throttles. The engines, a J-3 Hudson on the Central, a K4 Pacific on the Pennsy, would respond like thoroughbreds leaving the starting gate, bells clanging and exhausts barking. In later years, we saw the K4's replaced by T1 4-4-4-4's with their streamlined prows, and the Hudsons by S-1 4-8-4's with big "elephant ear" smoke deflectors. After that came the diesels.

If things slowed down at the east end of Englewood, there was always the Rock Island, whose suburban trains, with trim 4-6-2's, would stop briefly before rushing off again. Plus, the *Golden State* made a stop here on its dash off to the Southwest, usually with a big 4-8-4 in charge.

And that wasn't all. Sometimes we'd ride out to Hyde Park on the Illinois

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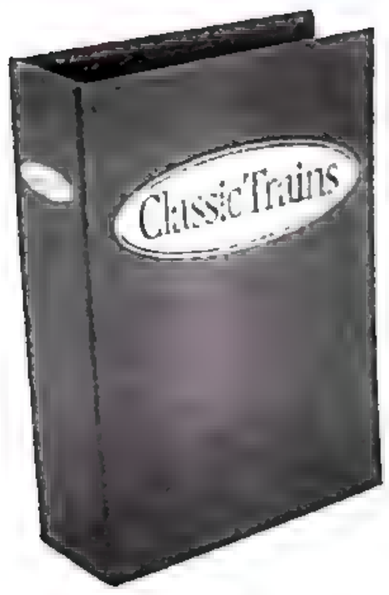

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Central's electric M.U. cars, to visit the Museum of Science and Industry and its "Museum & Santa Fe" model layout. On the way we'd pass the IC roundhouse at 27th Street, where, with luck we'd see a Chesapeake & Ohio 2-8-2 idling. (We never did find out what it was doing there—something about joint trackage, I suppose.)

The trip home was usually made on a mid-afternoon train out of Chicago, though sometimes it was early evening. An occasional bonus would be a ride on a Chicago-Milwaukee train with a 75-minute schedule (for the 85 miles) and an arrival 5 minutes *early*, then another, slower train to Madison. Both of us usually spent some of the time napping, thanks to all the fresh air and walking we'd done during the day.

The next few days after our trips I usually spent down on the O-gauge layout, trying to duplicate some of the things I'd seen, and telling my fellow teenage railfan, Bob Reppert, about Chicago.

The sights and sounds of those trips with Dad will live with me forever. I mourn their passing as I would a dear old friend.—*Frank M. Rogers*

A friend in time: My railroad watch

A Santa Fe man's timepiece, once an essential tool, is a keepsake from a long career

I KNEW I wanted to be a railroad man, specifically a locomotive engineer, when I was about six or seven years old. This was in 1925-26, when steam locomotives were supreme and my young heart would almost stop when I stood along the Southern Pacific main line in our town of Alhambra, Calif., and watched those marvelous monsters working to the maximum bringing their train up the grade from San Gabriel. The earth would tremble under my feet, and there were all kinds of wondrous sights and smells to absorb. I was really hooked, and could think of nothing else.

JACK O. ELWOOD

The men in the locomotive cabs were my heroes, and I could not wait to be old enough to join them. But school and some growing up intervened. You had to be 21 years old to hire out in engine service in those days, yet my thoughts and hopes never wavered. Meanwhile, I knew that a railroad man had to have a standard railroad watch. In those days Hamilton, Elgin, and Howard were the popular watch brands with railroad men.

By cutting lawns and doing other after-school work, I managed to save up $20. My dad worked in Los Angeles and had access to many pawn shops, so I asked him if he could find a Hamilton Railway Special 992 watch for me. Luckily, he was able to get one for $20, and now I was the proud owner of a real railroad watch and had taken big step toward becoming a railroad man.

The intervening years seemed to drag by. I was 17 when I graduated from high school—still a long way from 21. In the meantime, I worked in other parts of the railroad, such as the telegraph and signal departments, where the age of 21 was not required.

Finally, my chance came. In October 1940, after a long period of no hiring, the Santa Fe Railway started hiring locomotive firemen. While I would not be 21 until October 27, I actually hired out on the 10th, hoping that the paperwork would not be processed until my birthday. Fortunately, that's exactly what happened.

Now I had a job as a locomotive fireman and was on my way to becoming an engineer. My $20 Hamilton passed the Santa Fe watch requirements. New watches at this time cost $125. Monthly payments were available through payroll deduction and many new men took advantage of this method of securing the required standard watch.

In those days (indeed, for about 25 of my 44 years service), your railroad watch had to be checked every 15 days by a standard Santa Fe watch inspector. Most larger towns that the railroad operated through had a jewelry store with a certified watch inspector. Your watch card was signed and dated every

Continued on page 88

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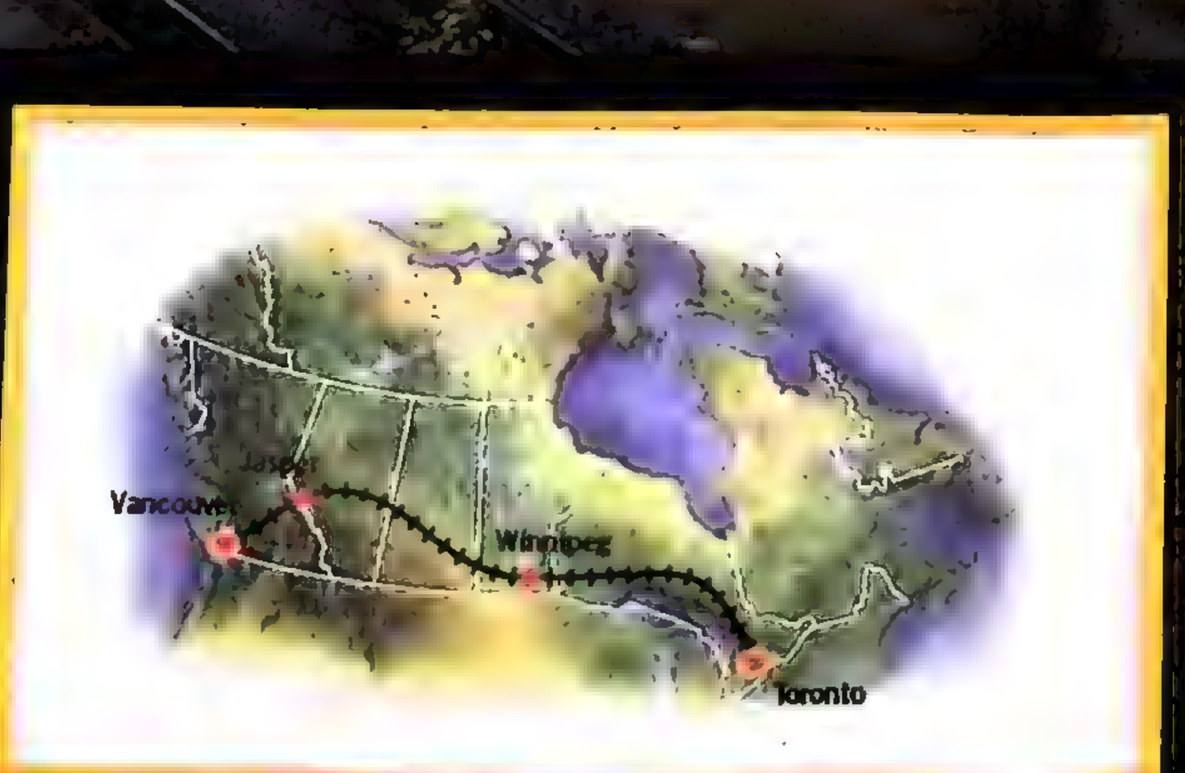

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DON WOOD

1910 substance vs. '57 style

Two eras meet on a Canadian National branch line

Wheeled machines with little more in common than a capacity for self-movement compare notes at Chesley, Ontario, on July 24, 1957. Modest Canadian National 2-6-0 No. 86, dutifully working the Palmerston-Owen Sound wayfreight, dates from 1910 and looks it, with her tall stack, spoked pony wheels, and dependence on a strong-backed fireman for her power. Photographer Don Wood's flashy '57 Dodge–red-and-white paint job, dual rear antennas, and "swept-wing" styling–is every bit the Jet Age eye-catcher. Wood recalls that cops would stop him on the Garden State Parkway, "just to see who was driving" such a rig. A guy who would drive all the way from New Jersey to see a 1910 Mogul, that's who.–*R.S.M.*

Continued from page 85

15 days. For all these years this formal ritual was carried out without fail. Spot checks were made by supervisors at any time, and if your card was not signed you were subject to discipline.

The importance of a reliable watch in the operation of trains was a matter of deadly concern. Before Centralized Traffic Control, trains operating on single track depended on time accuracy, to the second, to facilitate the safe meeting and passing of trains.

Before starting a trip, the operating crews had to check their watches with the standard clocks located at roundhouses, dispatching offices, or where crews went on duty, indicating how many seconds slow or fast they were on the watch-register book. Conductors and engineers compared watches, as did the engineer and fireman, all to ensure that all crewmen's watches were accurate. I carried my $20 standard watch for over 40 years, and I can still tell you its serial number: 1295106. I registered that number so many times that I will never forget it.

The watch was with me when I was the engineer on the *San Diegan*, train 76, in December 1965 when we hit a loaded sand truck on a road crossing in Anaheim. Our two locomotives were derailed and turned over on their sides. My fireman and I were thrown around inside the cab on impact, and a subsequent wild ride down the track ensued. The cab was filled with sand and debris. During all this my watch had become detached from my pocket and was gone.

At the Santa Fe hospital the next day, my niece visited, and since she lived in the vicinity, she went to the accident site and told the wrecking crew of my loss. They searched the cab, and found my watch buried in the sand at the bottom of the cab. The watch has a dent on the back, a reminder of the wild ride we experienced that day.

That watch, my old friend that has been with me through all kinds of experiences in my long railroad career, still ticks along to this day. It is over 92 years old.

For today's railroaders, exact time is not so crucial for train operations. A Timex or any watch is now sufficient. Trains are met and passed by the dispatcher pushing a button, sometimes hundreds of miles away.

Nevertheless, my old Hamilton Standard Railway Special 992 is a treasured part of our family heritage. It will be passed on to my youngest son, Dan, who is also a working locomotive engineer. Dave, my oldest son, also an engineer; has his grandfather's watch.

It may seem strange for me to write about a watch, but mine was such an integral part of my life as a railroad man, something so personal, and also a vital part of my job. Maybe this essay will provide an insight into the importance during the golden age of railroading of the standard railroad watch, my friend in time.—*Jack O. Elwood*

Mix-up on the Ripley Mixed

When things went bump on the B&O one night, it was providential that no passengers were aboard

IT WAS DARK AND COLD on the night of January 4, 1960, when Baltimore & Ohio train 961 arrived at Ripley, W.Va., the Jackson Count seat at the far extremity of a thinly trafficked 12.3-mile branch line from Millwood on the Ohio River.

This should have been a routine run for a veteran crew, a normal night, yet it was destined to reinforce a railroader's prime directive in case anyone had forgotten—always pay attention to what you're doing.

No. 961 entered Ripley shortly after 8 p.m. with diesel 9248, a 12-year-old class SB-3 1000 h.p. Baldwin switcher. This was barely six years after the last steam engine had left town. The Baldwin was pulling three freight cars and caboose C1567, a class I-2 wooden crummy with neither cupola nor bay window, crafted by the B&O as a "poultry attendant car" in 1917 and converted to a caboose in 1920.

The first order of business was to make the statutory stop at Ripley's combination depot, almost 3 hours late. On a Monday, No. 961 was supposed to be a mixed train, but even

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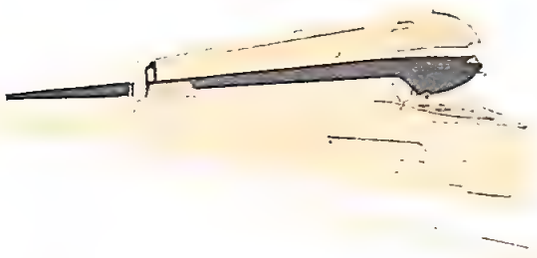

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though the head brakeman position was still advertised as a "brakeman-baggageman," the railroad had allowed the passenger trade to fade into oblivion without ever bothering to get permission from the West Virginia Public Service Commission.

The passenger schedule had disappeared from the system timetable in spring 1957, and the note requiring crews to carry passengers likewise vanished from employees' timetables a year later. The train was provided with a combine, used earlier in the day on the nearby RS&G branch between Ravenswood and Spencer, but it was left behind by the evening crew, and if they didn't have any loads for Ripley, they didn't even make the trip.

When the crew went to work at Ravenswood on the Ohio River Subdivision at 2:40 p.m., they were starting their day as Work Extra 9248 and their first job was to switch the big new Kaiser Aluminum plant a few miles down the line. Only when they arrived at Millwood and started up the Ripley & Mill Creek Valley branch did they become a scheduled train.

In any case, it was providential that no passengers were aboard on this night. The crew's next task was to pick up one load and one empty from the house track, which veered off the main line through a trailing-point switch not quite two-tenths of a mile from the end of track and snaked around the platform to a point behind the station. This accomplished, the crew backtracked about 35 carlengths to a point where the descending grade coming into town reached a steep 2.2 percent.

But this was a good thing. There was no runaround track, wye, or turntable at Ripley. The only way the crew could get their cars past the locomotive, spot them at various businesses, and leave town as No. 962 was to tuck the engine in the short stock-pen spur, restore the switch for mainline

F. ALTIZER PHOTO; BOB WITHERS COLLECTION

In December 1953, B&O men pose with Baldwin switcher 428, the first diesel on the Ripley branch. One cold night six years later, a sister Baldwin took a hard hit on the same job.

movement, and let the cars roll past the switch.

Once engineer I.L. Brown had backed the train onto the hill, flagman Charlie Flowers began bleeding the cars' air and setting a couple of hand brakes. The brakeman-baggageman, who shall remain nameless here, helped with these tasks, then rode the engine's footboard down to the switch, where conductor Pete Young was trying to thaw out a switchlock with a fusee Brown had tossed to him.

Once the brakeman-baggageman arrived, Young walked another few carlengths toward the station to flag a street crossing that would be fouled by the rolling cars. His crewman finished the thawing procedure, threw the switch, and let the engine rumble into the spur. Then he gave Flowers, by now on top of the second car ready to release the handbrakes, a big highball with the fusee.

But in a mindless moment, he'd forgotten to throw the switch!

The five cars and caboose came whizzing off the hill in total darkness—there were no street lights close by, and Brown had turned off his headlight so Flowers could see the signal—and veered into the stock spur, coming against the diesel with a terrific impact.

Nothing derailed, but three men were injured.

Brown, sitting on the fireman's side of the engine, which had proceeded cab-first to Ripley, was enjoying a sip of coffee. His view was blocked by the engine hood and the stock pens, and he didn't have a clue what was happening until the cars hit. He was knocked against the windshield wiper cylinder on the front cab door, resulting in a bruised back.

A.F. Brown, I.L.'s brother and his fireman this night, had just walked out on the catwalk to relieve himself and had returned to the cab and shut the door. He was thrown against the electrical cabinet and into the floor, resulting in a bruised head and tail bone and briefly rendering him unconscious.

Flagman Flowers had tried to reset a hand brake when he finally saw what was happening, but there wasn't time. He braced for impact, but still suffered a bruised back and left knee. Thankfully, he didn't fall off or between the cars.

I.L. and A.F. felt around, saw no blood, and decided they didn't need a doctor's care. Everyone resumed the tasks at hand, spotting the three inbound cars and then leaving town. They marked off around midnight and starting driving home to Parkersburg before notifying dispatcher C.W. Lewis of the incident. Whatever they said to their hapless colleague was lost to history, and perhaps that's just as well.

The poor brakeman-baggageman was restricted to yard service for well over a year before regaining his road rights. Months after the investigation, Assistant Trainmaster F.L. McGaha reported to Wheeling Division Superintendent G.S. Harris (who had recently replaced retiring railroad legend J.J. Sell) that crewmen working with the offender "prior to this incident complained about him not being dependable and standing around in a daze. Conductor Young would tell him to do things, then have to check to see if he did them. The man had his mind elsewhere but on the job, making our employees afraid to work with him."

The R&MCV branch is gone, abandoned with ICC permission just three years later. Nothing is left of it except, oddly enough, the Ripley depot, which houses a flea market. Ironically, the C1567 met its doom a year or so after this incident when some cars rolled out of the Kaiser plant and reduced it to kindling.

Except for a dusty file unearthed in the attic of the Grafton, W.Va., passenger station a few years ago, no one might ever be reminded by this incident of how focused railroaders must be.—*Bob Withers*

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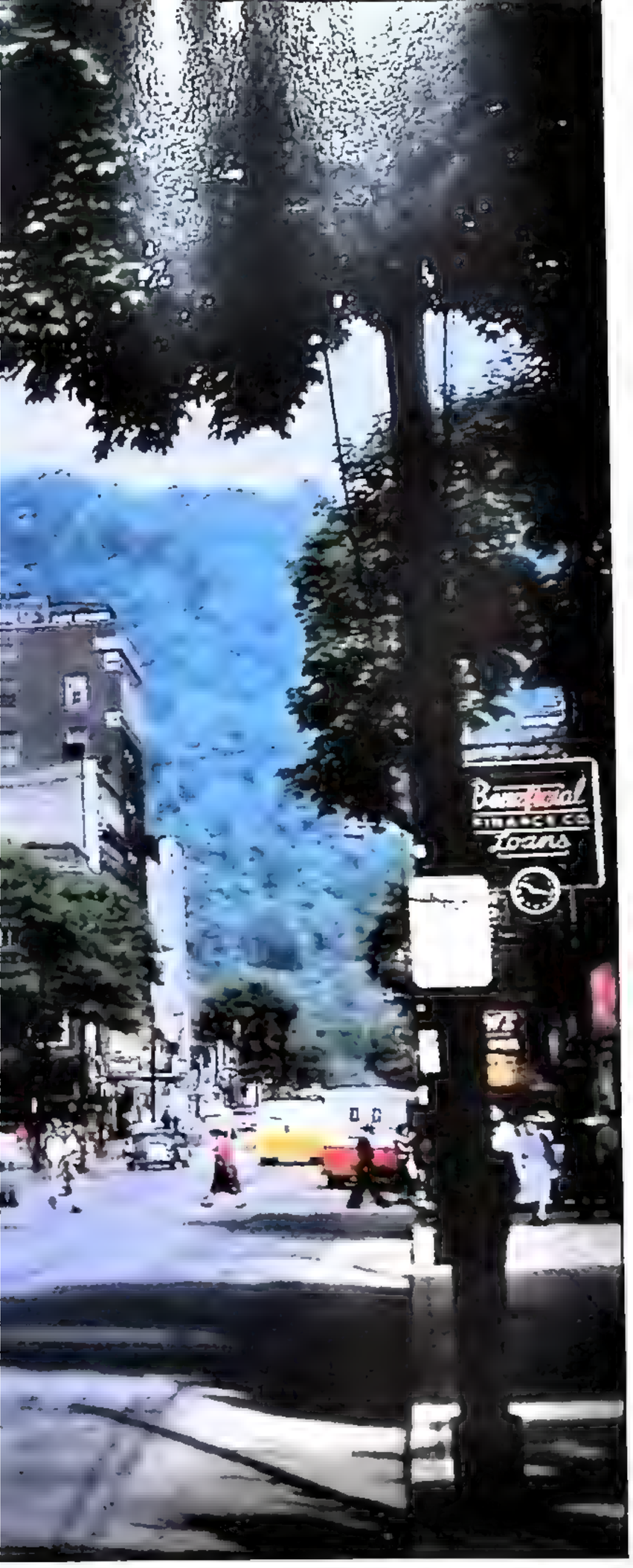
Johnstown's big-time traction

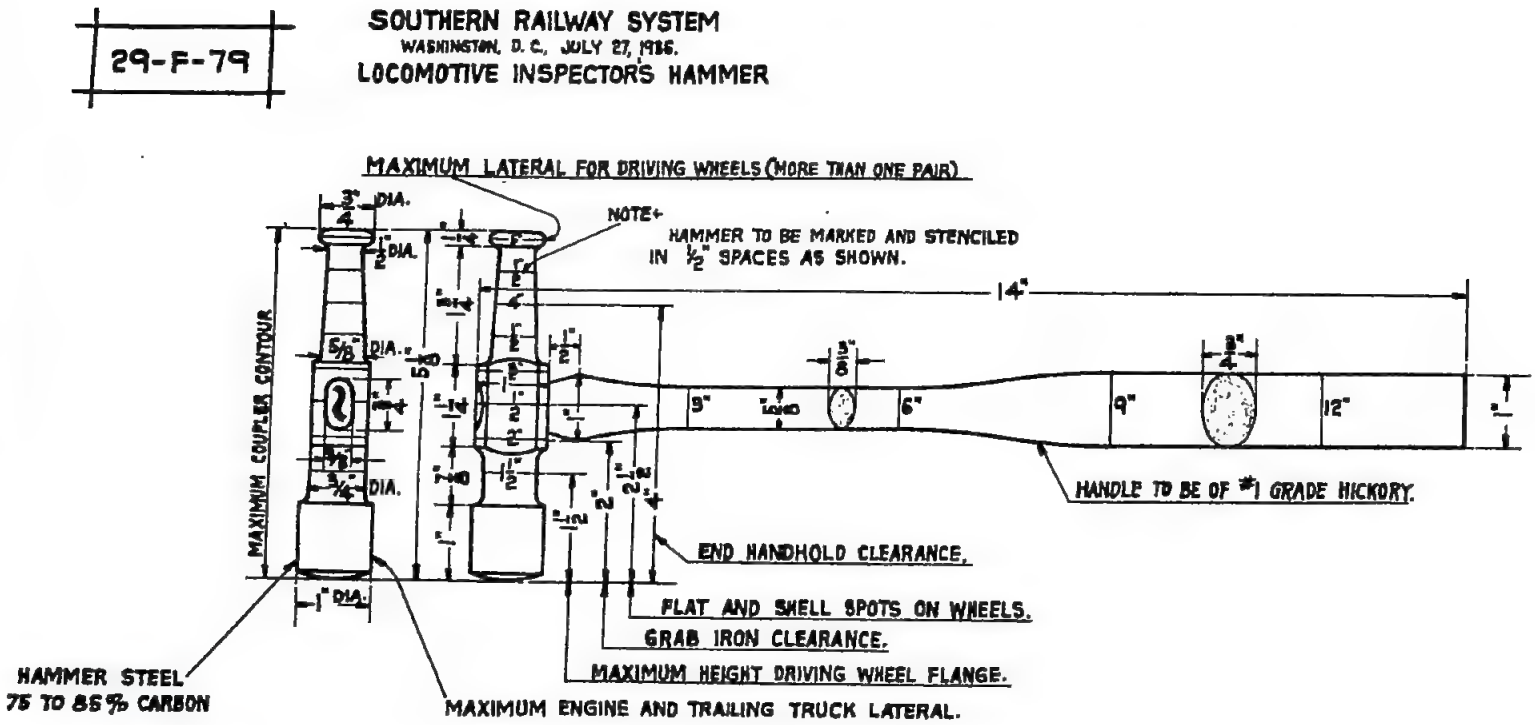


T. H. Desnoyers photo, Krambles-Peterson Archive

In the late 1950's, Johnstown, Pa., had 48,500 residents and 27 miles of streetcar lines, making it the last small city in the U.S. with trolley service. Johnstown Traction Co. was also the smallest operator of PCC cars, ordering 7 of the streamliners from St. Louis Car Co. in 1945, when World War II had boosted ridership to 23 million per year and enabled JTC to pay dividends for the first time since the 1920's. Johnstown's fleet was not without variety, though, as seen in three views from the system's final years. In the top left photo, car 311 (1 of 8 secondhanders from Bangor, Maine, built by Wason in 1920) rolls down Main Street on May 31, 1958; the Breakfast Special at McCrory's is 39 cents and there's a Gary Cooper picture playing at the Embassy. South of downtown on Franklin Street (left), car 355 is bound for Bens Creek after a rain shower on May 29, 1960; the 20 350-series cars were built by St. Louis in 1926 as single-enders, but JTC converted 355-358 to double-end operation. Representing the last word in central Pennsylvania streetcars (above) is PCC 413, headed out of downtown for Moxham on June 15, 1957. Three years later, on June 10, 1960, Johnstown's streetcars succumbed to trackless trolleys and diesel buses. While all of the Johnstown PCC's were scrapped after the shutdown, several standard cars—including 311 and 355—went to museums.

Hammer drawing recalls railroad drafting offices

Plus: Katy's emblem, a *North Star* survivor, R&LHS awards, the Winston Link museum, and a railroad art conference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WHEN PAUL BURCH submitted the manuscript for his story "Pooky's Hammer" [pages 48-49], he included a copy of the 1936 official Southern Railway drawing of the tool in question. Space limitations prevented us from running the drawing with the article, so we're presenting it here as an example of the million-and-one facets of railroading in the age of steam.

Here's a simple hammer, illustrated in a two-view, annotated technical drawing. Think of the row upon row of necktie-wearing draftsmen kept employed in those pre-computer, pre-air-conditioning times by the Southern's need for drawings of all the items, big and small, needed to run a railroad. Then multiply by the 100 or so Class 1's of the era, each of which had its own standards and ways of doing things—and drafting departments to make sense of it all.—*R.S.M.*

The Katy herald's heritage

In this issue's "Fallen Flags Remembered" section [pages 14-17], J. Parker Lamb takes a fond look at a regional favorite, the Missouri-Kansas-Texas. He mentions the different incarnations of Katy's corporate herald over the years, but where did the road's uniquely shaped emblem come from? According to Freeman Hubbard in his 1945 classic *Railroad Avenue*, it originated during construction days when Katy felt it necessary to project a definite image in order to distance itself from firms exploiting Texas settlers.

This was still the "wild West," remember, and so-called MK&T "land development companies" flourished, often "folding up like an accordion, without warning," according to Hubbard. "'Greasy spoon' eating houses dignified themselves with the name of the railroad, and every fly-by-night outfit located on or near Katy property seemed to be masquerading as an MK&T concern."

Officials at Katy's headquarters, then in Sedalia, Mo., tired of explaining to victims of land sharks and other rip-off artists that the railroad wasn't involved. They turned to Rand McNally & Co. of Chicago, which was then handling Katy advertising literature, to "design an emblem that would identify and distinguish the MK&T Railroad, its property, and its activities." The design was similar to the popular and familiar latter-day emblem, with the palms behind the banner indicating that the road won the race into Indian Territory.

Hubbard pointed out that the emblem would be more than 50 years old before it was applied to freight locomotives, however.—*J.D.I.*

A piece of the *North Star*

As Don Hofsommer relates in his article on pages 42-47, Minneapolis & St. Louis's *North Star Limited* faded away in the mid-1930's. But at least one piece of the M&StL's pride and joy survives, albeit far from granger territory. *Circumnavigators Club*, one of two Pullman Company 8-section-buffet-lounges assigned to *North Star* service in the 1920's and early '30's, is in the collection of the Western Railway Museum at Rio Vista Junction, Calif. Known for its superb assortment of city and interurban traction equipment, plus its atmospheric ride over a re-electrified portion of former Sacramento Northern

right of way, the museum also has a small stable of heavyweight passenger cars. *Circumnavigators Club* is paired with Western Pacific solarium-lounge 653 *Feather River*, which WP bought from Pullman in 1936. WRM's two heavyweight gems see little use, but are in substantially original condition.

R&LHS announces awards

The Railway & Locomotive Historical Society in October announced its 22nd annual awards for outstanding contributions to railroad history.

Steven W. Usselman, an associate professor at the Georgia Institute of Technology, was awarded the George W. and Constance M. Hilton Award for his book *Regulating Railroad Innovation: Business, Technology, and Politics in America, 1840-1920*.

William S. Osborn won the David P. Morgan Award for his article "Curtains for Jim Crow: Law, Race, and the Texas Railroads," which appeared in the January 2002 issue of *Southwestern Historical Quarterly*.

Wallace W. Abbey and William M. Moedinger Jr. share the Fred A. and Jane R. Stindt Photography Award. Abbey's first railroad photos were published in 1946. From 1950 to '54 he worked for TRAINS magazine, rising to managing editor before he left for various positions in the railroad industry. Moedinger began photographing railways in 1925 at age 12. He was a Pullman conductor 1944-56, and helped resuscitate the Strasburg Rail Road as a tourist operation in 1959. Bill Moedinger was the road's president for 17 years, a post his son, Linn, now holds.

Donald Duke received the Gerald M. Best Senior Achievement Award for his five decades of writing, publishing, photography, and preservation activities. In 1960, Duke founded Golden West Publishing, a major railroad book producer.

Link museum to open

On January 10 (just after our press deadline), the O. Winston Link Museum was scheduled to open in the former Norfolk & Western passenger station in Roanoke, Va. The museum will be devoted to the life and work of Link, a New York-based industrial photographer whose most famous body of work is the documentation—mostly through dramatic night photos—of the last years of N&W steam. (A major article on Link's sound recordings of N&W steam appeared in our Summer 2001 issue.) To learn more, call (540) 342-5770, or log onto www.linkmuseum.org.

Art meeting set for St. Louis

"Iron Icon: The Railroad in American Art" will be held April 22-23 at the John W. Barriger III National Railroad Library, St. Louis Mercantile Library, University of Missouri-St. Louis. The conference is sponsored by the Barriger in association with the Center for Railroad Photography & Art and is supported by a grant from the Burlington Northern Santa Fe Foundation. For information, call (314) 516-7247 or log onto www.umsl.edu/barriger. ■

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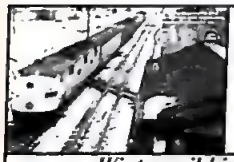

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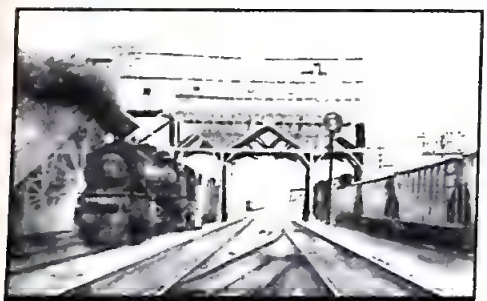

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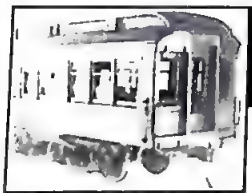

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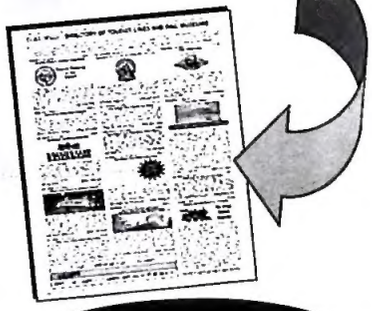

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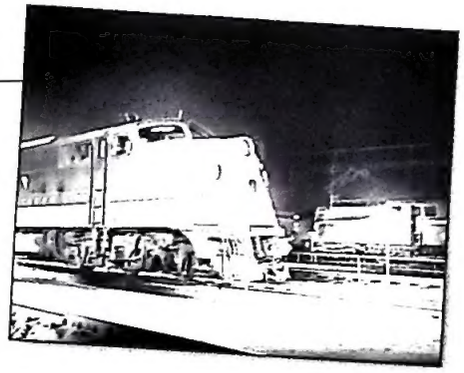

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Bumping Post

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PARTWAY THROUGH its daytime western Nova Scotia trip from Yarmouth to Halifax in 1953, train 98 of Canadian Pacific's Dominion Atlantic Railway has left the main line to go onto the dock at Digby. There, 98 is meeting CP steamship *Princess Helene*, just in from Saint John, New Brunswick, across the Bay of Fundy. The road engine, Pacific 2617, has backed onto the dock first with 98's head-end cars, followed by the Digby switcher, Ten-Wheeler 44 (built for Quebec Central in 1913; transferred to DAR in '43), with 98's coaches and buffet-parlor-observation. Soon 98 will be reassembled and again steaming east through the "Land of Evangeline." ■

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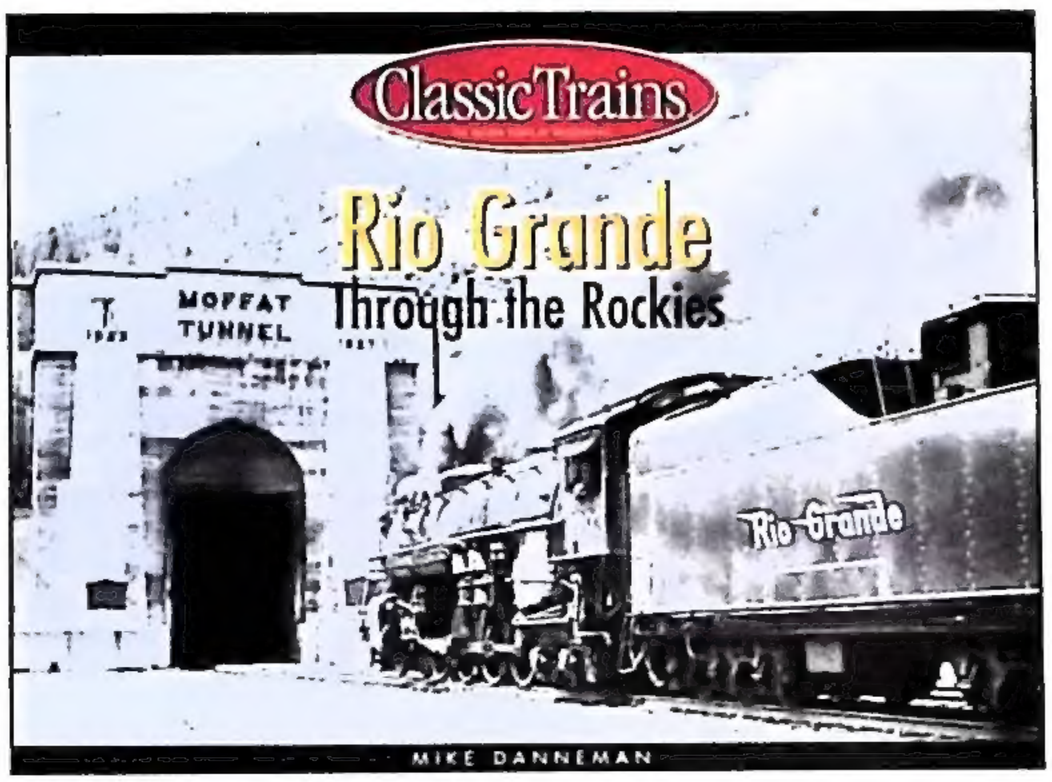

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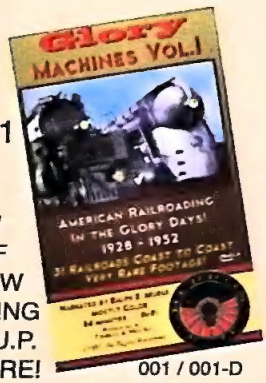

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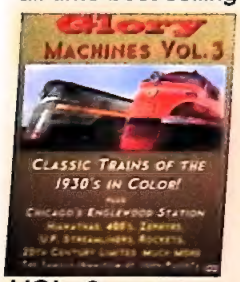

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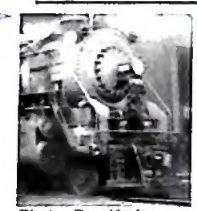

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